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THE MOTOR CYCLE

VOLUME 101 NUMBER 2904

Largest Net Sale in the World

THURSDAY

11 December 1958

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Every Thursday 58th Year of Publication

Editorial, Publishing and Advertising Offices: Iliffe and Sons, Ltd., Dorset House, Stamford Street, London, S.E.1. Telephone: Waterloo 3333. Telegrams: Mocycle Sedist London. Annual Subscription: Home and Overseas, £2 15s. Canada and U.S.A., $8. Second-class mail privileges authorised in New York, N.Y.

Branch Offices

COVENTRY: 8-10, Corporation Street. Telephone: Coventry 25210. BIRMINGHAM: King Edward House, New Street, 2. Telephone: Midland 7191. MANCHESTER: 260, Deansgate, 3. Telephone: Blackfriars 4412; Deansgate 3596. GLASGOW: 26b, Renfield Street, C.2. Telephone: Central 1265.

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At the celebration of the tenth anniversary of the first proficiency test in the R.A.C.-A.C.U. Training Scheme, Arthur B. Bourne (editorial director, "The Motor Cycle") awards a "pass" certificate to Mrs. A. M. Mansfield, a Crystal Palace trainee who took her test on a scooter

Ten-year Mark

DURING the past ten years over 11,600 riders have passed the proficiency test of the R.A.C.-A.C.U. Training Scheme. But that figure by no means gives a true measure of the work done by the hundreds of enthusiasts who have given so much of their time to instruction. From 1945, before the official scheme began, training was carried on by a number of pioneer clubs and, indeed, at least one club, the London Ladies', was active in this field as early as 1938. Further, there is no record of students who do so well that they pass the Ministry of Transport driving test before their courses are completed.

The success of the scheme so far has depended chiefly on the unstinting efforts of clubmen, on the assistance of manufacturers and traders who have supplied machines, on local authorities and others who have made training grounds available, and on the Royal Automobile Club. The most pressing need now, if further growth is to be achieved, is for more experienced riders to come forward as instructors. Of course, the aim throughout has been expansion and, as the record shows, the yearly output of successful trainees has risen steadily. However, in relation to the number of new riders each year the scheme cannot cope with more than a small proportion. What is needed is financial backing and official recognition from the Ministry of Transport—a hope nurtured by the Road Traffic Act, 1946, but yet to bear fruit.

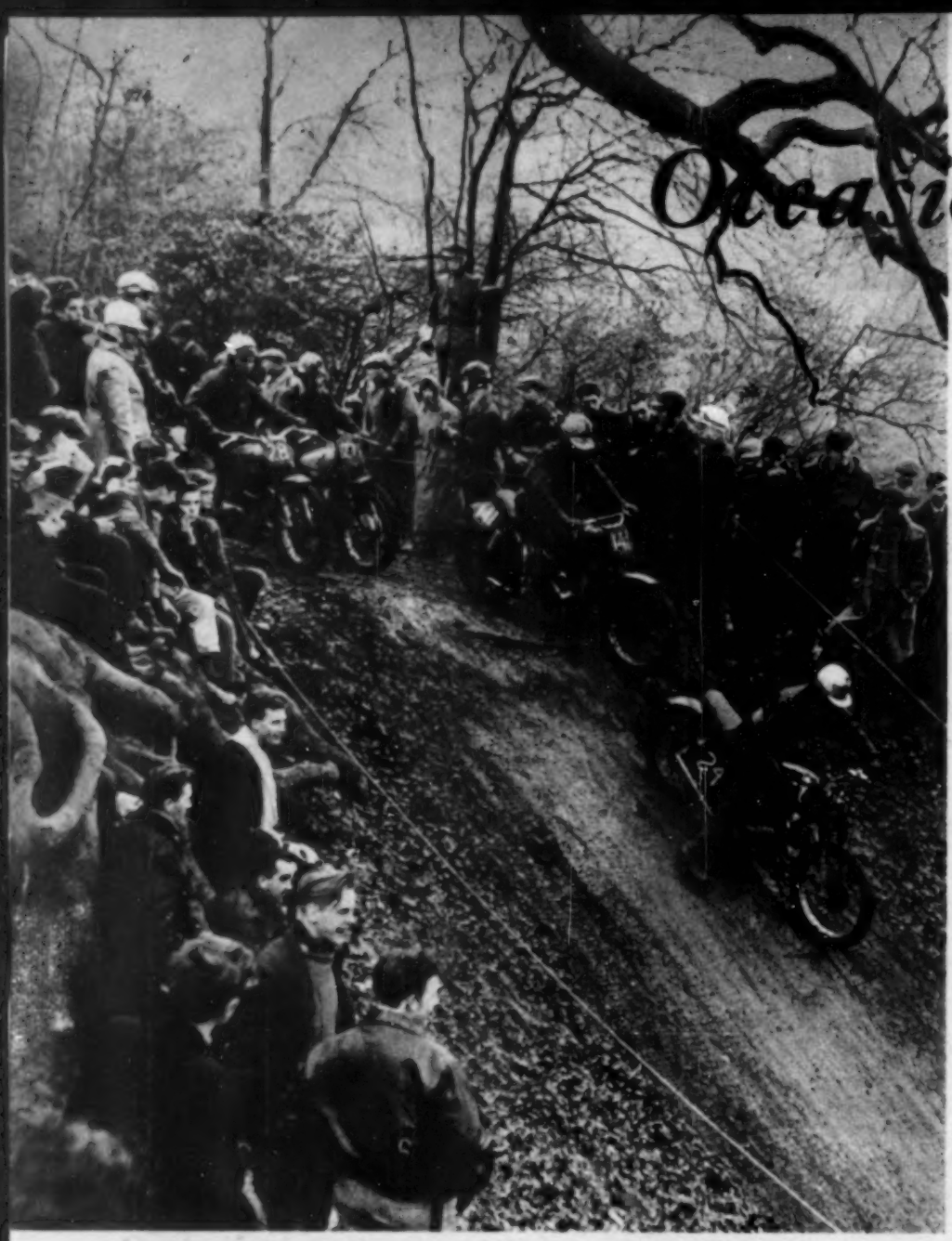
Have we Progressed?

IN the design and manufacture of accessories techniques have advanced in many directions. Moreover, there is little doubt that, in general, most (though not all) accessories can be fitted with a fraction of the bother encountered a few years ago. Plastics have come into vogue and are being employed now for items that, until comparatively recently, were manufactured exclusively in metal. Indeed, canvas and sheet steel are probably today in minority use in the sphere of luggage-carrying equipment.

Perhaps, however, in spite of all the progress, the real trouble with accessories remains—they are still *accessories*. An oft-heard query in the showrooms today runs on the lines, "But how am I supposed to carry luggage?" Has the advent of partial enclosure brought a further problem in its train? Mounting points previously accessible are becoming increasingly covered up, so that, inevitably, many smooth exteriors will later have to be bridged by carrier tubes and flanked by panniers. Enclosure, yes; it had to come and it must be developed. But let it bring built-in luggage equipment as part and parcel of the design, or fashioned in such a way that panniers (and, indeed, all ancillary items) may readily be fitted.

Occasional

By "IXION"



A picture that well illustrates the fun and informality of spectating at a scramble. The scene is from the Double Five (Kent) Club's fixture at Jewel's Hill, a report of which was published last week

What is the True Cost?

VERY few motor cyclists keep accounts. Even within the minority a balance sheet which would satisfy a professional accountant is decidedly rare. Our excuse for such laziness is that the hobby is (or seems) so extraordinarily cheap that it does not perceptibly pinch our general expenditure. By way of contrast, I have just been able to analyse an accountant's balance sheet for his small car. It costs him a fraction under 7d a mile to run (total mileage, 35,000). Of that sum, actual expenses—petrol, oil, tyres and repairs—come to 3¼d a mile. How on earth, you might ask, does he account for the remaining 3¾d? By the three items which normally soak up most of the cost column in any such budget, namely, insurance, licences and depreciation. This trio tots up to nearly 4d a mile. I was able to poke him in the ribs because he had put down nothing for garage. Since his home has a built-in garage he is almost certainly paying additional rates thereon. Nor had it occurred to him that his figure for depreciation—just over 3d a mile—is far below the percentage that was normal before 1940. Because money is so tight and car prices are so high, many folk now buy used cars

Comments

instead of the new cars they bought (perhaps annually) before the war. The same applies, though with less force, to motor-cycle depreciation. If any reader has felt poorer since he bought his first motor cycle he should start keeping strict accounts. He would then discover just where the money goes. By the way, *The Motor Cycle* Diary has ruled pages for keeping a running-expenses log.

Advanced Skill

IN a paragraph last month I reminded youngsters that they hardly rank as pastmasters just because they have discarded their L plates. I said that we lacked opportunities for post-graduate study of the riding art except, haphazard, from our more experienced brethren. Well, last Monday C.A.M.D.A. (the Car and Motor Cycle Drivers' Association) held its first advance test for motor cyclists at Hendon Stadium. With C.A.M.D.A. comes—at last—the incentive for riders to aspire to better standards of roadcraft. Behind the Association, as chairman of the board of governors, is that live-wire road-safety advocate Ted Lambert of Liverpool and, apart from the tests, the programme includes instruction, the exchange of ideas, bulletins and films. On passing the first test a candidate may display a badge; he gets a silver star for managing the second test and, finally, a gold star for success in Tests 3 and 4. Scooter riders as well as motor cyclists and car drivers are welcome. I wish C.A.M.D.A. continued progress.

Putting on Weight

THERE is something human about motor cycles. As any type approaches middle age it begins to put on weight. One would perhaps have expected the precise opposite. We might have said that supreme design must tend to lighten models in two distinct ways: first, by embodying lighter metals (and this the motor cycle has done to a considerable extent) and secondly, parts which were rather clumsy as first conceived should tend to shrink, becoming more compact as the designer gives closer attention to detail. Any artisan who has to coax his model round sharp corners, down a narrow passage and even up a step or two puts a premium on low weight. Yet every lightweight ever introduced tended to grow heavier every year that it held its market. One of the best among the new two-fifties scales over 320 lb, a figure which in our early decades we should have regarded as fantastic.

Increasing Luxury

THE indictment of putting on weight, while factually accurate, is unquestionably a misnomer. Nobody loves weight for its own sake, either on his tummy or in his motor cycle. Granville Bradshaw always used to say (with only mild exaggeration) that the cost of a motor cycle was determined by the number of pounds of raw material which it contained. (The main inaccuracy in that broad statement is that some raw materials cost a deal more than others.) It is actually the riding public which puts on the weight. We insist on big tyres. On powerful brakes. On dual-seats. On rear springing. On encased chains. And now, it seems, on a measure of enclosure. Presently we may insist on electric starters. Such insistence is all very well for folk who live in the kind of bourgeois residence which we see in American films, with its walloping garage cheek by jowl with the living quarters and the kerb neatly chamfered opposite the drive in. But we Britons don't all live in that kind of house. As I intimated in my last paragraph, many an owner has to gentle his machine round a short course over which Reg Harris couldn't ride a featherweight pedal cycle. In other words, we have to wheel our machines in and out every time. It is hard work. It makes us sweat under our heavy clothes. But while we are all for lightness in principle, when it comes to the buying point we often fall for the superior comforts and luxuries that spell extra weight.

Lock Protection

A HAWK-EYED reader welcomes the increasing adoption of barrel-type locks on motor-cycle steering but pleads that the opening should not point upward or forward. He believes that rain is not good for the insides of locks! Sideways or downwards is his suggestion, with a strong preference for sideways.

Reobsolescent !

I HAVE just coined that word. Last week it took a famous journalist about half a column to expound what that single word implies. He wrote in a contemporary that by the time our current motorway designs have been translated into tarmac and concrete, the first set will already be out of date. Not from any aesthetic angle but from the standpoints of utility and safeness. What evidence did he adduce for such a horrifying disclosure? First, that motor traffic will double itself within ten years. Secondly, that the Government is inviting re-congestion by paying most men more wages than their present standards of living absorb and by encouraging vendors to sell commodities by very easy payments. If those two assumptions are even remotely true, dual highways as at present planned will be out of date by 1968 (some quite sober authorities say that already no highway with fewer than four lanes in each direction is fully efficient).

Immediate Repairs

OBVIOUSLY the lads who clamour for immediate repairs from unknown dealers in holiday emergencies have never had experience of running their own shop. A dealer is, first and foremost, a salesman. He may sell pedal cycles, gramophones, prams and other lines as well as motor cycles if he is in a small way of business (not because he wants to but because the traffic may not offer a living for a specialist in motor cycles, particularly if many of his repair customers buy their machines in the big centres). All his lines demand service. Wages are high nowadays. The calls for service vary with the line and with the season. In winter perhaps a man and a boy enable him to give prompt service to all his customers. In August he could possibly keep six men busy if he could get them, but as circumstances are similar with thousands of other shops in the same trade, he can't get six men. He has plenty of common sense. He will always do his best to put a holiday maker back on the road if the fellow is stranded. To effect this he may have to irritate two or three of his local regular clients. The holiday maker he may never see again. So please be reasonable when you beg a small man to do a rush job for you.

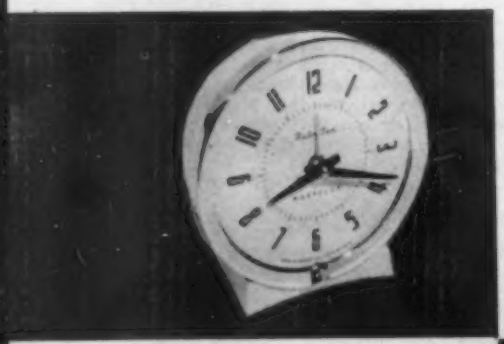
Dear Santa,

Yes, I know you are busy right now, what with all those teddy bears, train sets and dolls' houses to parcel up for the kids, but please—could you spare a moment? You see, by the time you get round to the motor cycling and scootering chaps you are usually scratching your head in perplexity—and we end up with braces, pairs of socks and anything else which might be down in the bottom of your sack. They are acceptable presents in moats cases, I hasten to assure you, but if you would like to listen to a few suggestions . . . ?

Good! Well, just a day or two ago I took the liberty of gathering together a group of typical clubmen and, putting myself in your position, asked them for their views. The result will probably surprise you!

Take Bill, for instance, a keen trials-going type. His first request was for a small alarm clock, and for this reason: in winter-time a trial may start at 9.30 a.m., and at a considerable distance from home. It doesn't do to be late on the line. He had in mind a good-quality clock with a silent tick, something like the Westclox Baby Ben at £2 6s 9d. Or, if there are a few shillings more to play with, there is the Smiths travelling alarm clock at £2 15s. And Bill wasn't averse to a present of socks, but they should be thick, long and woolly, to go inside his riding boots; sea-boot stockings, they call them, and the price is usually about 14s 6d a pair. Anything else? Yes, a heavy tweed cap, in fairly bright colours, and that would probably cost 12s 6d. You, I am certain, will have no trouble in finding out just what size he wants.

Vidor torch in moulded-rubber case



Westclox Baby Ben alarm clock

For road trials—ex-R.A.F. eight-day clock

Below: Long stockings for wear inside riding boots

Below: Smiths travelling alarm clock in various colours

Next member of the group, Wilf, also plumped for a clock, but of a different kind. He goes in for road trials, and fancied one of those ex-R.A.F. eight-day clocks to mount on his handlebar. They are sometimes in short supply but Pride and Clarke have them in stock just now at £2 19s 6d. For night runs, he suggested, a good torch is a boon, and since it might be dropped from time to time he wanted one of those torches with a heavy rubber case, which are priced at between 11s and 16s from accessory houses such as Halfords. And, as many of the events in which he takes part cover much the same territory his existing set of Ordnance Survey maps was beginning to look the worse for wear. Two or three new ones (at 4s 6d each, on paper, or 7s if cloth-backed) would suffice—and he is dropping a note to you personally to tell you which ones he needs.

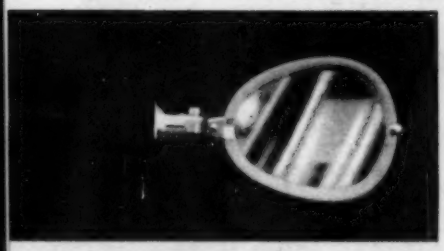
Now Ken is different again. He is a long-distance man, and spends his summer holidays touring the Continent; he was greatly taken with one of the publicity pictures from Earls Court, which showed a scooter rider operating an electric shaver from his machine's battery. Are they, he asked, generally obtainable? They are indeed, as I discovered, and Remingtons market an outfit at £11 9s 2d which will operate from a 6-volt motor-cycle battery as well as from A.C. or D.C. mains at

Brownie Flash camera gift outfit

First-class maps—one-inch Ordnance Survey

Right: Remington shaver operated by a six-volt scooter battery

Below: Hinged driving mirror for fitting in the end of the handlebar

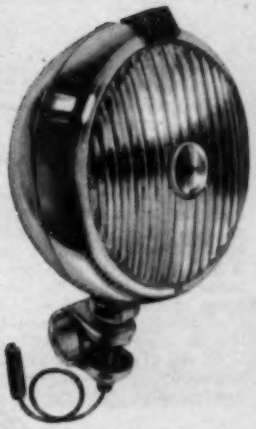


110-125 or 210-240 volts. Also, of course, one can get battery-operated shavers at considerably lower prices. Ken is a keen photographer, too, and although the camera he uses might be rather too expensive for Christmas presentry he is all for getting the younger riders interested; so for the newcomer to photography you could do worse than look at Kodak's new Brownie gift set at £4 9s 9d—which includes a flash attachment, useful for recording the Christmas party.

So much for the club trio, but that by no means exhausts the list of suitable presents. For the road-racing fan, for instance, there is a grand new 10in long-playing record of the sounds of this year's Senior T.T. with commentary by Graham Walker; one of the Stanley Schofield "Sound Stories" discs, it recaptures faithfully all the thrills and excitement of the race. The price, including postage, from 6, 7 and 8, Old Bond Street, London, W.1, is £1 5s and worth every penny. I know; I've heard it!

For the daughter with a scooter? Why not a useful badge bar to mount on the front of the weathershield, such as Dohertys list at 14s 6d? And Desmo make a range of cheeky little chromium-plated mascots to clip to the badge bar or handlebar; priced at 10s 4d, they include an owl, cat and squirrel. Moreover, she would probably appreciate a rear-view mirror—so have a look at the type which locates right at the end of the handlebar, with an expanding plug to fit inside the bar; Stadium list one at £1 1s which folds back out of harm's way when the machine is parked.

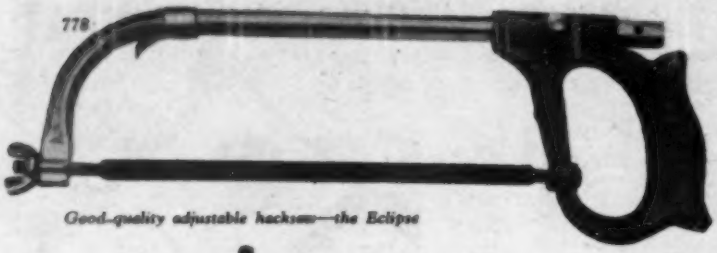
All the sounds of the Senior T.T.—on a record



Wico-Pacy special fog lamp

Royal Automobile Club gift box

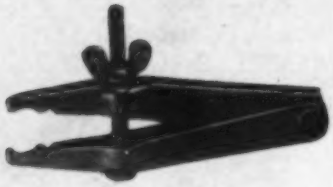
Below: Lucas spot lamp



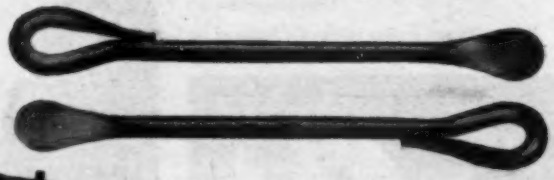
Good-quality adjustable hacksaw—the Eclipse

Small King Dick adjustable wrench

Below: A special wrench—The Mole Grip



The Sa-Vu chain puller



Dunlop spoon-type tyre levers

The Solon, a typical electric soldering iron

Below: Battery filler with a polythene bottle

You might remember that most of the scooter manufacturers and importers market impressive ranges of useful and ornamental accessories specially designed for easy fitting. You are certain to find in the lists something that will make a worthwhile present.

But if you want to give a badge that is useful as well as ornamental you might cast an eye on the R.A.C.'s gift-membership box. It contains one of those attractive R.A.C. Elizabethan badges, an associate membership card for 12 months, get-you-home vouchers, an R.A.C. telephone-box key and a compact first-aid outfit. The cost for all that? £2 10s.

Winter-time weather is not of the best; you should know—you've fitted fog lamps to your sleigh—and the ride-to-work man will thank you for a lamp of that kind. Not too big, just a neat little lamp to mount on his safety bar or handlebar and costing from £2 to £3 or thereabouts. (And, at similar prices, you can get spot lamps.) Or there are amber fog masks, in moulded plastic to fit over the headlamp glass at only 4s or thereabouts.

Back to the ladies. Perhaps they could be interested in scooter mitts, in green, red, blue, yellow or brown suedette at 19s 6d; they are most attractive, and very warm. But gloves are always acceptable, and there are plenty of styles from which to choose, at prices from £1 5s to £4. A safety helmet? Yes, please—but you will make absolutely certain, won't you, that it is a comfortable and correct fit? £2 2s 6d to £3 10s is the price range.

Left: Chromium-plated mascots marketed by Desmo
Below: The Doherty badge bar for scooters

Who lives in the next house on your visiting list? Jim? Ah, yes, now he is usually to be found pottering about in his workshop, so tools would seem to be indicated. How about a 65-watt electric soldering iron at around £1 10s or an Eclipse hacksaw frame—one of the best—costs about 12s 6d. Or two of those 10in Dunlop tyre levers at 2s 6d each? Or Dowler and Wakefield's chain puller at only 2s? And he will find plenty of uses for the Mole Grip wrench at 12s 6d.

But whether a chap is a do-it-yourself fanatic or not, there are regular maintenance tasks to be attended to, one of which is the topping-up of the battery. At Earls Court there was a neat polythene filling bottle by Bucklands at 3s 11d, with a long plastic tube for out-of-the-way battery locations and a device on the end of the tube to ensure that the battery is not overfilled; handy, that. Lucas, for 3s 6d, sell a little glass filling bottle, also with a level corrector in the filler.

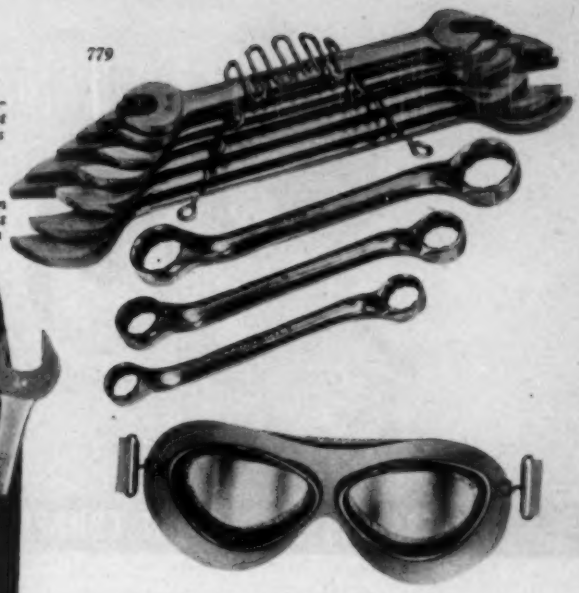
Perhaps I ought to say more about tools because they are always handy, and good ones last for years and are invariably appreciated. For presents we like something special in the way of finish and design. For instance, those little Gordon gland-nut pliers, price 7s, or a set of three thin chrome-vanadium open-jaw spanners in a plastic case—also by Gordons—at 13s 6d; the size range is ¼ to 11/16 in. Sets of similar really good, but longer spanners—by Bedford, for instance—cost about £1 10s for five. Then there are all sorts of cranked ring spanners and a set of five at about £2 2s will deal with most motor-cycle jobs. At the other extreme, if the present has to be a matter of a few shillings only, any rider whether he has a big banger, a scooter or a moped will be delighted with a small, King Dick adjustable spanner to carry in the pocket of his coat.

And of course, Santa, there is one present—an extra one, if you like—that will go down well with every motor cyclist. It is *The Motor Cycle* Diary, in rexine at 4s 6d or leather-bound at 6s 3d. Something for the bookshelf? You won't go wrong with *Motor Cycles and How to Manage Them* (6s), an authoritative work of reference for novice rider and old hand alike. And that youngster with the Brownie outfit—make his happiness complete with a copy of *Brighter Photography for Beginners* (6s). And as for Ken, the experienced cameraman—well, he has an eye for a picture and would treasure *Photograms of The Year, 1959*, a comprehensive selection of the year's best photographic studies; the price is 18s 6d. All these are Iliffe publications obtainable from booksellers everywhere.

There is, of course, another Iliffe publication, a weekly journal, a year's subscription for which would please any enthusiast. It is called *The Motor Cycle* and can be delivered to Tom, Dick or Harry's home, every Thursday, for as little as £2 15s (or $8 if they are high-pressure types busy piling up fortunes in Canada or the U.S.A.).

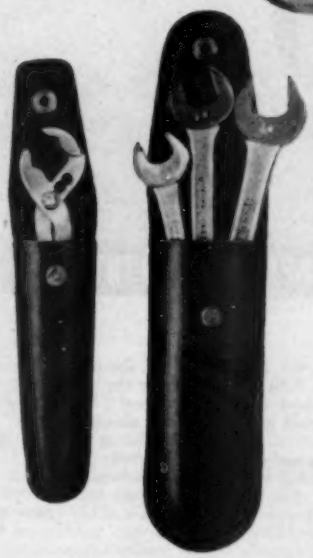
Oh yes! While you are about it, my young cousin would like me to mention *Boys' Book of Flight* (12s 6d), which he hears is "simply smashin'." Seems there are detailed sectioned drawings of aircraft and engines, plenty of pictures and articles dealing with rockets, and Bertie in his class at school has got a copy and . . . O.K.? Thanks!

Yours sincerely,
Bob Currie



Typical sets of Bedford open-end spanners and Blue Spot cranked ring spanners

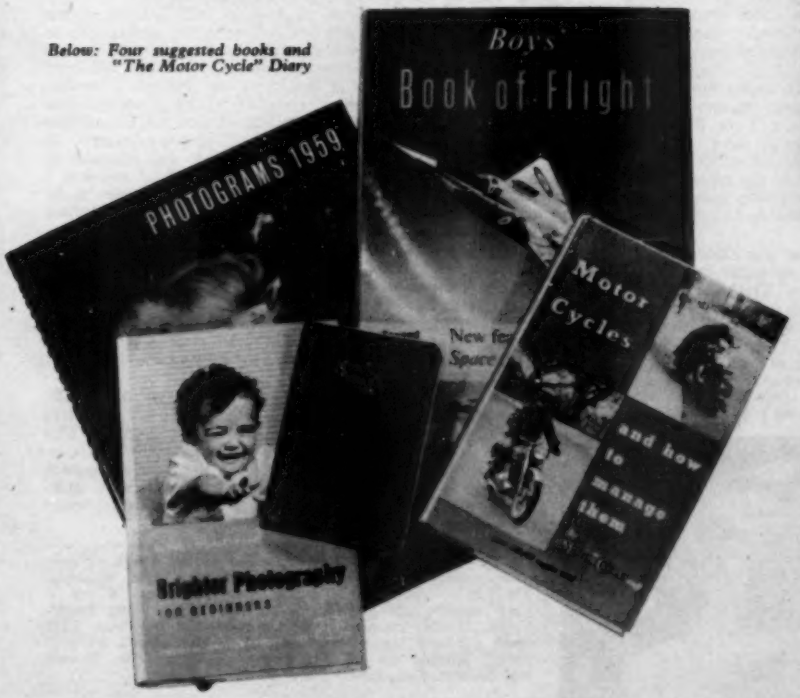
Below: On the left are Gordon gland-nut pliers and on the right specimen open-end spanners



Octopus curved safety-glass goggles

Below: Safety helmet with peak by Feridax

Below: Four suggested books and "The Motor Cycle" Diary



249 c.c. Francis-Barnett Trials 83

A Robust Lightweight Trialster with Scrambles Ancestry

IMPRESSIONS OF CURRENT COMPETITION MOUNTS

By PETER FRASER

LATEST in the line of Francis-Barnett bogwheels, the Trials 83 is powered by a special version of the 249 c.c. A.M.C. two-stroke engine. The machine has been evolved from its sister scrambles model and prototypes have been used by riders in the factory team during the development period.

The frame is similar to that used for the scrambler and its main feature is a 1¼in-diameter front down member, curving rearward to pass under the power unit and meeting the seat tube beneath the gear box. The twin tubes of the rear sub-frame extend under the fuel tank from the steering head to provide locations for the upper ends of the Girling suspension units. From the lugs forming the mountings, diagonal struts pick up to the base of the seat tube. In order to allow the silencer to be well tucked in, close to the wheel, the right-hand strut is cranked and the suspension unit carried on outriggers top and bottom. The Norton front fork provides 5¼in of movement and has two-way damping.

The compression ratio is 9.25 to 1 and the use of premium fuel with oil mixed in the proportion of 20 to 1 is recommended. Vertically situated, the sparking plug can be easily removed by virtue of the reduced cylinder-head fin area. A compression-release valve is fitted. The carburettor is a Type 376 Amal Monobloc, fed through a 6in-diameter Vokes air filter. After the filter is removed the jet well can be detached, but not so the float-chamber cover plate, which fouls the side of the recess on top of the gear box. Adjustment of the contact-breaker points can be easily effected by removing the oval side plate on the right-hand side of the power-unit.

During the period of the test the machine was ridden on dry, sandy going in the West Surrey area and on many of the rock and mud sections used in the British Experts' Trial. At all times the 8½in ground clearance, combined with an underside free from projections, proved adequate. However, at 22½in, the width across the footrests could be reduced with advantage (the rests dug into the sides of narrow gullies and mud slots). They are positioned 19in in front of the rear-wheel spindle and, together with an almost straight, braced, 30in-wide handlebar, furnished an excellent position for a rider adopting a standing-on-the-rests posture.

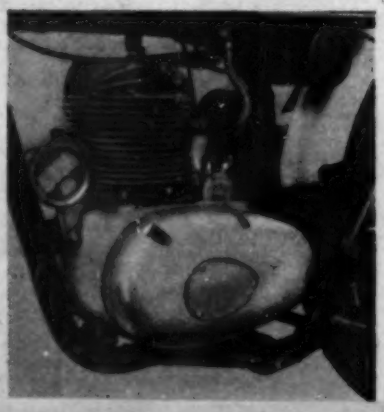
Robust and with a positive action, the Norton fork provided enough lock to cope with any normal trials section. The steering was a shade heavy at very low speeds. At no time did the front or rear suspension bottom. Handling was positive whether the model was being ridden quickly along muddy tracks or at a speed too low for the speedometer to register. The brakes quickly dried out after immersion in water.

Engine starting during the test mileage was difficult on occasions—the result, it transpired, of the fibre rocking arm of the contact breaker bedding down and allowing the points gap to close up. Power characteristics are such that it is desirable to have the engine turning over at a few revolutions faster than tick-over speed if a snappy getaway is required; the 28.6 to 1 bottom gear makes that possible without use of the clutch. A second-gear ratio of 19.4 to 1 proved extremely well chosen for fast climbs over loose sand or up muddy hills where grip was scarce. It could be used, too, on slower going where it was essential to keep the engine speed down to obtain grip. The 11.5 and 8 to 1 third and top gears enabled high 'tween-section averages to be achieved where time was important. The engine two-stroked right through the range, even under light load. Carburation was clean from idling to full throttle.

Petroil consumption on the road at speeds in the region of 50 m.p.h. worked out at approximately 60 m.p.g. Naturally, the consumption increased when the machine was ridden on the rough. The engine proved tireless and there was no falling off in power after continued hard usage. Plug whiskering, so often a bogey on hard-ridden two-strokes, was never experienced.

At 32¾in from the ground, the Dunlop rubber saddle is on the high side to permit a rider of average build to foot easily. An ample guard protects the rear chain. The 273 lb weight is somewhat greater than that of the one-nine-seven model which Trials 83 supersedes but was apparent only when the machine was manhandled. The dull-chrome finish of the 2½-gallon petrol tank retained its smart appearance despite liberal coatings of mud.

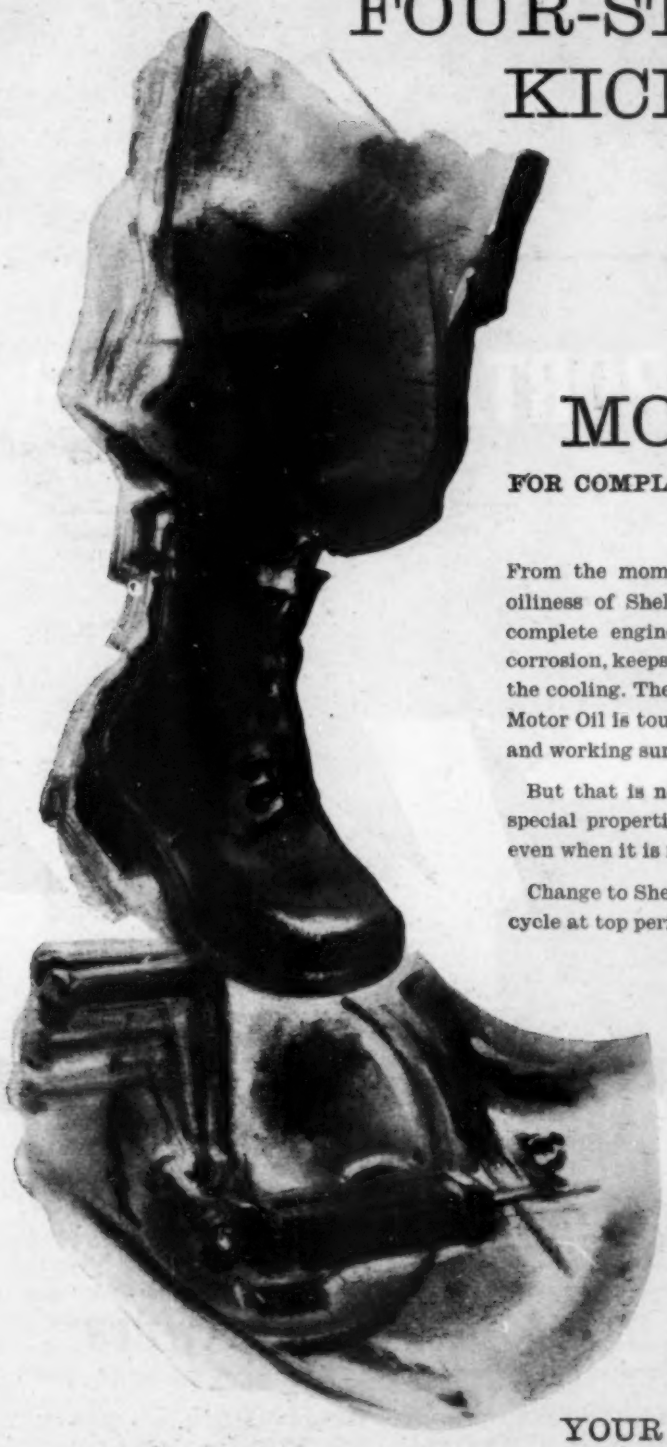
Left: Frontal view of the Trials 83 showing how effectively the silencer is tucked in. Below: The vertical sparking plug and large air filter are clearly visible in this close-up



DATA.—*Capacity:* 249 c.c. *Bore and stroke:* 66mm × 73mm. *Compression ratio:* 9.25 to 1. *Carburettor:* Amal Monobloc 376/138. *Gear ratios:* 28.6, 19.4, 11.5 and 8 to 1. *Fuel capacity:* 2½ gallons. *Wheelbase:* 53¾in. *Seat height:* 32¾in. *Ground clearance:* 8½in. *Weight:* 273 lb. *Price:* £159 (with purchase tax, payable only in Great Britain), £198 7s (direct lighting set £6 11s extra). *Manufacturers:* Francis and Barnett, Ltd., Lower Ford Street, Coventry.

FOUR-STROKES KICK-OFF WITH SHELL X-100 MOTOR OIL

FOR COMPLETE ENGINE PROTECTION



From the moment your engine starts the tenacity and oiliness of Shell X-100 Motor Oil's protective film gives complete engine lubrication, protects against wear and corrosion, keeps the inside of the engine clean and helps with the cooling. Then, when you reach high speeds, Shell X-100 Motor Oil is tough enough to keep modern engine bearings and working surfaces perfectly lubricated.

But that is not all! Because of Shell X-100 Motor Oil's special properties it protects your engine from corrosion even when it is not in use.

Change to Shell X-100 Motor Oil now and keep your motor cycle at top performance.

SHELL X-100 MOTOR OIL

YOUR ENGINE'S BEST FRIEND

MOST IMPORTANT TYRE NEWS

TYR

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IN 20 YEARS!

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The new British achievement that combines comfort, safety and economy as never before! 'Tyrex' cord, developed by Courtaulds and tested against certified specifications, is a major scientific break-through. It is the first tyre cord designed and made—from start to finish—for use in tyres.

It will make possible a new kind of tyre—*car tyres* that combine comfort, safety and economy as never before; *lorry tyres* that will give bigger payloads and longer wear.

'Tyrex' cord is now commercially available to tyre manufacturers and it is coming soon on new tyres for replacement.

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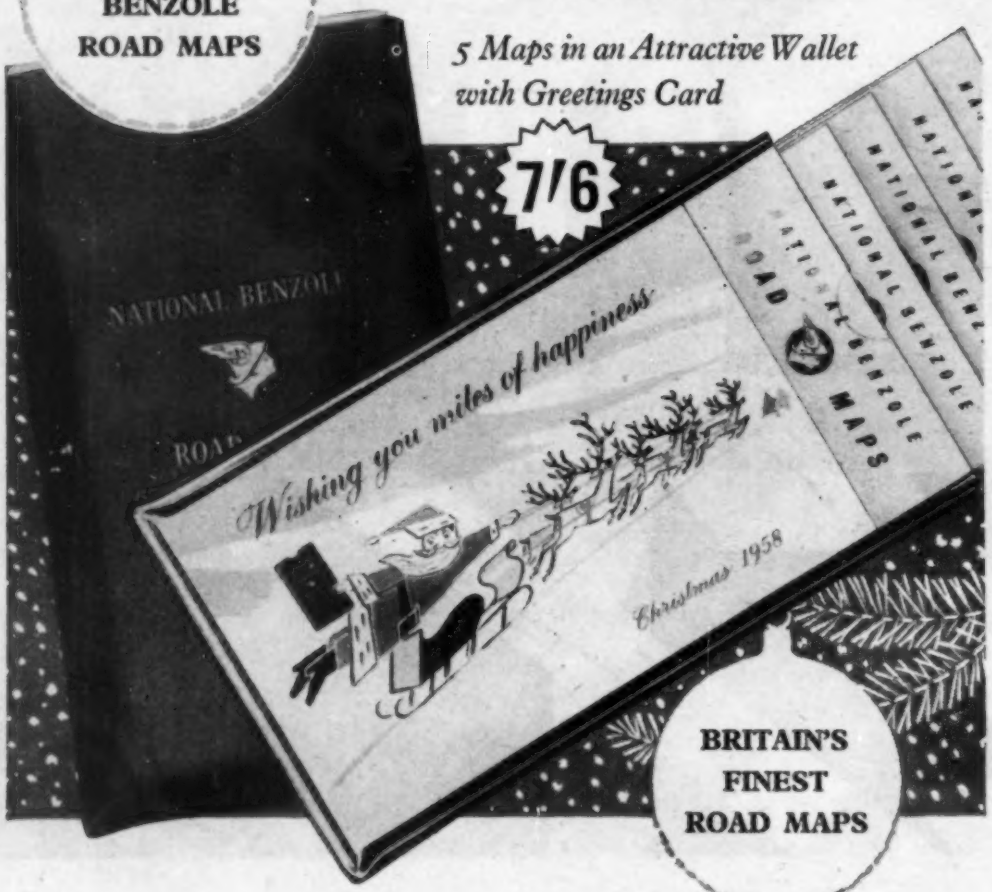

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Letters to the Editor

At Earls Court

Tools Stolen from Machine in Official Car Park

ON the Sunday morning after Earls Court closed its doors I decided to do a little work on my Dragonfly. Opening the tool box, what should I find but nothing. All my tools had been stolen while at the Show. I would like to add that my machine was parked in the official park. Although there were no more than £2 worth of tools in the box, they were the essentials.

It seems that one should never leave one's kit in the tool box while the machine is parked; it just does not pay. Perhaps if this were read by all your readers, these light-fingered individuals would be put out of business. P. F. AMISS

Langley, Bucks.

Road Manners

Riders Should Use Lorry Drivers' Light Code

WITH reference to the letter from L. G. Morris (November 6), I disagree with his statement about bus and lorry drivers. I have been a motor cyclist for 12 years, including riding in scrambles, and have spent ten years as a heavy goods driver and for the past two years I have been employed as a Thames Valley bus driver. Has Mr. Morris ever been in a heavy lorry or bus cab, where the engine makes such a din you can't hear yourself speak and you have to hang on to the steering wheel?

I expect he is like a lot of young motor cyclists these days. They come up behind a bus or lorry very closely so that the driver cannot see them in the mirror. I advise Mr. Morris to use the light code and, on approaching a bus or lorry from behind, keep out on the crown of the road and flash his headlight. He will then find his signal will be acknowledged. In this way he should always ask to overtake, and not do so unless signalled; otherwise he may find himself in an embarrassing situation. K. G. JAMES

Maidenhead, Berks.

Aintree Road-race Meetings

For Real Fans It's the Racing that Counts

I WOULD like to answer two letters published in your columns. I agree with C. H. Cain (October 23) that the attendances at Aintree are very poor for the finest circuit in the country and I cannot understand why. As for "Prospero" (November 6), if he were really keen he would go to watch the racing anywhere, no matter what the surroundings or who was there.

My wife and I and friends go to Silverstone two or three times a season. There are one or two of us who do not like the Silverstone circuit. We start the journey between 3 and 4 a.m., camp out on the Saturday night and return home on the Sunday. We go to watch the racing. "DEK 674"

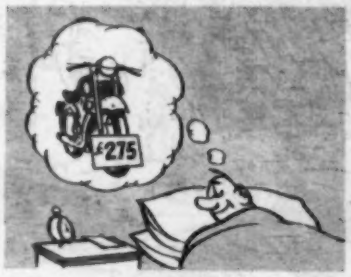
Standish, Lancs.

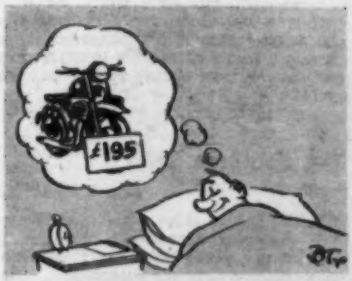
Two-stroke Capacity

Output of 25 b.h.p. from a One-two-five Possible?

HAVING read the letter from C. Smelt (November 13), I feel impelled to write in defence of the much-belittled two-stroke. Mr. Smelt's suggestion that racing two-strokes should be given a 28 per cent capacity increase to allow them to compete on a fair basis with four-strokes would, to my mind, be a completely retrograde step and unthinkable.

The development of high-performance two-strokes has been seriously neglected in the full-size engine field, in which they practically all use the loop scavenge system of two transfer ports at the sides of the cylinder and one exhaust port in the middle, with a flat piston. This type of cylinder porting has almost invariably been used in conjunction with piston-controlled inlet, giving a very limited induction period. A notable





exception is the 125 c.c. MZ which uses a rotary disc valve, but unfortunately it still employs the same old cylinder-barrel porting.

I think Mr. Smelt would change his mind if he took the trouble to examine the power outputs achieved in the model race-car and aircraft field. Two such engines are outstanding, namely, the Dooling 60 and the Fox 29R. Tuned versions of the Dooling 29 and 60 have specific power outputs well in excess of 125 b.h.p. per litre, and this equals the output of the Gilera four or N.S.U. Rennmax. The Fox 29R of 5 c.c. capacity comfortably exceeds this by closely approaching 200 b.h.p. per litre. This power has never before been equalled in the full-size field

The Editor does not hold himself responsible for the opinions of his correspondents. Letters should be addressed to the Editor, "The Motor Cycle," Dorset House, Stamford Street, London, S.E.1, and must be accompanied by the writer's name and address.

by any engine other than a supercharged unit. You will appreciate that this specific output is equivalent to as much as 25 b.h.p. from a 125 c.c. engine.

Mr. Smelt seems to be under the impression that because a two-stroke cannot derive energy from a greater quantity of gas than exists above the exhaust port it therefore should have low performance, but it would be as well to remember that a two-stroke has twice the number of firing strokes, which helps to offset the poor cylinder charging.

Imagine a three-fifty D.K.W. powered by three scaled-up Fox 29Rs: weight, 160 lb; power output, approximately 66 b.h.p.; maximum speed, 180 m.p.h. plus? A machine such as that would scrap the existing 500 c.c. class and still make John Surtees happy at the same time!

"The sooner you get that leaking fertilizer tin out of the garage the better"

Finally, it may be argued that miniature engines run on special fuels, namely, equal parts of methanol and nitromethane (with added lubricant), which gives them an unfair advantage. Personally I don't believe that this is entirely so, because by increasing the capacity 25 times (from 5 c.c. to 125 c.c.) there should be a considerable gain all round because of the scale effect.

Volumetric efficiency would be increased owing to better port-area-to-volume ratio. Thermal efficiency would be up for the same reason and mechanical losses would be down. It therefore seems reasonable to assume that the foregoing power outputs would be closely approached when running on ordinary petrol.

K. A. HULSE

Manchester.

The Southern Trial

Ralph Venables Answers His Critic

HOW I sympathize with E. G. Jones (November 27) in his disappointment that so much hard work put into the planning of this year's Southern Trial should have been rewarded with criticism from the competitors. Mr. Jones says it is strange that I gave other people's views and not my own when commenting upon the "Southern," but I am afraid that I found myself in agreement with the riders when they criticized the layout of the sections. Having organized over 100 trials, including the "Southern," I know Mr. Jones is on a sticky wicket if he suggests that hard work in planning a trial is synonymous with the event being a success. What your correspondent appears to overlook, too, is that the North Kent Trials Combine promised a trial worthy of manufacturer support if the organization were entrusted to it. Whether that promise was fulfilled is something of which the competitors are surely the best judges.

Mr. Jones' implication with regard to the Southern Experts' Trial reveals an ignorance of the situation which perhaps I can rectify by explaining that it has always been the Sunbeam Club's aim to shift the scene of operations around to different areas for this event which is, after all, open to riders from nine centres. The trial has been staged as far south as Ringwood and as far west as Newbury, yet a great many of the regular competitors come from Kent. "Let's have it down our way for a change" has been their constant plea, so this year, in return for £10, we are using some of the excellent sections discovered by the Kent and Sussex Club. To have barged in without the full co-operation of the local club would have been unthinkable, and I am happy to say that the collaboration has been more than enough to justify Mr. Jones' hope that the course will prove a good one.

R. G. V. VENABLES

Tilford, Surrey.

Sidecar Design

Reason for Tail Fins on Blacknell Sportsman

I WISH to thank R. C. J. Woodward for his frank criticism (November 27) of the new Blacknell Sportsman sidecar and also his derogatory remarks on American car design in general. Obviously Mr. Woodward is a man of no little sidecar experience and I, as a daily user of sidecars for some 40 years, feel we must have something in common. But I hasten to assure him that the tail fins are no mere ornamentation; they serve a most useful purpose, namely, elimination of all back suction of exhaust fumes and noise which have been a bugbear with open sports sidecars in the past; and side draughts to the shoulders have disappeared.

I must agree with Mr. Woodward that a marriage between his M21 and the Sportsman would be puerile, as no advantage is noticeable from the tail fins until fast touring speeds are reached; but as a modern sidecar for a modern bike I know of nothing better than the Sportsman!

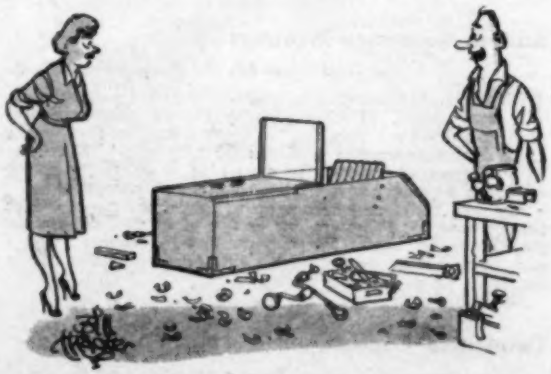
"BLACKIE"

Nottingham.

Couldn't Care Less

Young People with a Lack of Consideration

AS a motor cyclist of 39 years' standing and a repairer of motor cycles for 32 years, perhaps I may be allowed to comment on the couldn't-care-less repairer and disgruntled motor cyclist dispute. Similar letters referring to poor service have been appearing in your correspondence columns at fairly regular intervals since I started taking *The Motor Cycle* nearly 40 years ago, and I really cannot see how there is likely to be any improvement.



"It's practically finished darling . . . What shall we call it? No—don't answer that!"

It must be appreciated that the basic reason why people work, whatever their job, is to live and pay their way, and whether they please or offend others in the process is purely incidental.

If we refer to the case of the motor cyclist on holiday with gear-box trouble—on a Saturday of all days—we find that his job was not refused altogether, but the offer to attend to it next

"Else! Have you seen my other tyre pressure gauge?"

"Of course it tastes greasy, you didn't remove his overalls"

"If I'd known their after-sales service was as good as this, I wouldn't have had it"

week was not good enough. It obviously has not struck him that the particular repair shop was overworked and no mechanic was available, and if one had been taken off another job, then that job would get further behind and probably the works manager would get into trouble with the owner and perhaps with his own boss as well. Still, who cares about that? Certainly not the laddie if his gear box had been repaired. He couldn't care less!

I can't help thinking that a lot of the trouble lies with a certain section of the motor-cycle community, young people, who are completely lacking in consideration. What is one to think of a chap who rides in during the rush of a Saturday afternoon with a new tyre over his shoulder that he has bought elsewhere and expects it to be fitted forthwith? Or of the fellow who proudly tells you that he has completely overhauled his engine, had it rebored and has fitted new mains and big end, and asks to have his tappets adjusted or, as it is not running quite right, says: "Would you just have a look at it?" Exaggeration? I can assure you that it is commonplace. Then again there is the man who excuses himself for not buying petrol from the repairer by saying that he always runs on Wizzo (probably because Wizzo is sold by a large filling station staffed by girls in natty uniforms).

I could write a lot more, but I think this is enough to go on with. A. J. D. COOK

Southampton.

Good Samaritan No. 3

Curious Attitude of One who was Helped

READING the letter from "Still Trusting" in your issue for November 13 reminded me of an incident one night not long ago. My wife and I were on our way home from visiting friends when we came across a young man with a scooter on a very lonely, bleak stretch of road. I stopped and asked him what the trouble was. He replied in utter exasperation, "It won't start."

He was not carrying any tackle and neither was I, so I rode some four miles home, grabbed my tools, rode the four miles back and got him fixed up. By that time it was 2.30 a.m. Believe it or not, he didn't even say thanks. What he did say was: "Just look at the time," and he rode off in great haste, leaving me with my tools strewn on the road. It does make you think a bit, doesn't it? "SPEED TWIN"

Middleton, Lancs.

Sheffield Henderson

A Young Owner Who Became Very Famous

AS I read W. V. Goodwin's inquiry regarding the Sheffield Henderson (October 30) I recalled with a sharp pang a day about 30 years ago when a young pal called at my workshop and proudly exhibited one of these interesting machines which he had just bought secondhand. This young lad was Les Graham and the Sheffield Henderson was one of the earliest of his numerous mounts. I don't think he kept it very long, but he whacked up some happy miles on it. I may be wrong but I seem to recall that this machine had a 348 c.c. o.h.v. Blackburne engine and leaf-spring front suspension. Mr. Goodwin's reference to this make is the first I have seen for many, many years, and the one which Les owned was the only one I ever saw. ERIC H. HUGHES

Wallasy, Cheshire.

Machines Too Costly

Economy Transport at Realistic Prices Needed

AFTER reading your latest issues and admiring the lines of the new models, I cannot help thinking that the makers are perhaps pricing themselves out of existence. I own a 1954 700 c.c. twin which I have had since new and in a couple of years I shall be thinking about a replacement. It pulls a double-adult sidecar and is therefore a family outfit. I will need at least another seven-hundred or possibly a 1,000 c.c. model—but not at up to £350 for the machine alone.

To survive, motor-cycle manufacturers must provide economy transport and at common-sense prices. Lightweights costing around £220 are just plain ridiculous. E. W. ELLIOTT

Wraysbury, Bucks.

TEAMS BEHIND THE SCENES

Winners While You Wait

By BOB CURRIE

Name J. V. BRITTAIN ..... No. 68
Machine 346 R/G ..... Club. WOLVERHAMPTON

		1	2	3	4	Total Lap 1	1	2	3	4	Total 2 Laps
A	Start time					-					-
B	Bromdon	-				-					-
C	Callowgate	-	-			-	-	1			1
D	Bedlam	-	-			-	-	-	-	-	-
E	Quarry Top	-	-	-			-				-
F	Quarry Down					-	-	-			-
G	Magpie Hill	-	-			-	-	-			-
H	Roland Rook	-	-			-	-				-
J	Catherton	-				-	1				1
K	Steves Hairpin	-				4	-	-	1	5	10
L	Crumps Brook	-	3	1	-	1	1	-			2
M	Newfoundwell	1	-								-
N	Time									TOTAL	14

Test NIL
251-350 Cup

Above: Basis of the "Giles system"—an individual rider's card on which his scores are entered. On the right are Ross and Eileen as Midlands club folk see them—heads down and hard at work

Wolverhampton's Ross and Eileen Giles Specialize in the Production of Trials Results

TIRED, perhaps, yet well satisfied with the day's sport, the last competitor swings his machine into the yard, signs off and removes his riding numbers. For him the trial is over: all that is left is the ride home and a good hot bath to remove the aches and mud. But for the hard-working officials of the results team the day is by no means finished. Hours of concentration lie ahead and, if the entry list is particularly lengthy, it may be after midnight before they, too, can relax. Theirs is a responsible and exacting job, one for which they can expect very few thanks; and almost certainly there will be a kick or two if announcement of the winners is long delayed. Impatient types, those pressmen, but after all, they have a deadline to meet.

Very few volunteer for such a task. Yet living in Wolverhampton is a husband-and-wife team which has turned the rapid production of trials results almost into a fascinating hobby. So much so that they are in demand not only for their local club's events but also for those of neighbouring organizations and for national trials run in the Midlands area. They are Ross and Eileen Giles They have become so expert in operating the individual-card marking system that it has become known as the Giles system, though in fact it was devised by Doris Taylor, secretary of the Midland Centre, and has since been adopted by nearly all the Midlands clubs.

It was cold and windy on Shropshire's Clee Hills that Sunday morning. Ross Giles occasionally goes observing (once it was with an umbrella on a very wet day) but in this picture he is starting a competitor over a timed section

Below: One of the relaxations of a club secretary is to attend other clubs' annual dinners. Here Eileen Giles receives from Mrs. Harry Perrey, wife of the president of the Midland Centre, on behalf of the Wolverhampton Club, the club-team award for the 1957 Greensmith Trial. Harry Perrey looks on

Briefly, the scheme is that before a trial a number of duplicated cards of handy size are run off, one for each competitor. At the top of the card the name of the rider and the capacity and make of his machine are entered, together with any other relevant information—qualification for special novice or club awards, for instance. Down the left-hand side of the card are listed the names of the observed sections. Opposite each are spaces into which the marks lost in the sub-sections are entered; total marks lost in each section are entered in the right-hand column and are totted up to find the rider's final score. As simple as that.

Working out the results now becomes a game in which any number can play. Round a table sit the members of the team, each with, say, a couple of observers' books. Eileen Giles usually sits at one end of the table with the stack of cards—and the chant begins. "No. 1," calls out Eileen. The results team find the man's number in their books and call out in rotation. "T1 O.K.," shouts the first member of the team, who probably holds the books for the first two sub-sections of Hazlewood Folly. "Fail, T2," calls the second man who has the books for Sub-sections 3 and 4. "O.K., O.K.," chants the third member of the team who has charge of the books for the apparently easy two-sub Bracken Hill. And so it goes on round the table while Eileen enters the marks in the appropriate columns of her cards. Not much different, in fact, from the time-honoured large-sheet method. But the difference comes at the end of the chanting, when batches of cards are distributed around the team so that the totals can be computed and checked. Finally, the cards are shuffled into order of marks lost, and the card on top is obviously that of the winner. Who wins the 350 c.c. cup? Easy: a quick flip through the pack and the first man to have a three-fifty identification at the top of the card is the one. In like manner, all other award winners can be selected very rapidly.

To understand just how Ross and Eileen Giles became involved in all this it should be made clear that Ross, bespectacled and just oozing efficiency, is himself a pressman and fully appreciates the necessity of a prompt announcement of award winners. Unusual to find a scribe pitching in so wholeheartedly? Well, perhaps so. But let us call for a change in scenery and in time.

The back-drop now depicts Maidstone, Kent. The date is 1935 and a much younger Ross is a junior reporter on the *Kentish Mercury*, using for his news-gathering flips around the countryside a two-fifty B.S.A. provided by his paper. And in the same Maidstone office there works a petite and attractive blonde, Eileen by name, who seems to regard the budding journalist with a certain amount of favour.

Another change, this time to Canterbury. The newspaper is the same but the transport is an elderly Royal Enfield equipped with legshields and an engine which, if overtaxed, protests strongly and comes out on strike (from which one may gather that the Giles knowledge of a motor cycle's innards at that time was little more than nil). But he persevered. Indeed, he had to, for his duties included a regular run from the Canterbury office to the printing works in Ashford, carrying precious photographic plates and copy for the following issue. And he came to know every pot-hole on that Maidstone road, too, for Eileen still held her post in his original office.

In due course Ross became a full-fledged journalist. He and Eileen were married and, after short spells in Swindon and Derby, the couple moved in 1949 to Wolverhampton where Ross joined the local evening paper, *Express and Star* as, among other things, motoring correspondent. From that point onward, as Eileen remarked, "Everything seemed to happen at once."

At the start of the British Experts' Trial 12 days ago Ross and Eileen Giles are caught by the camera as they discuss the route with Bert Kershaw of Villiers and Bob Currie

In his new capacity Ross was brought into touch with the motor-cycling fraternity, whose activities he faithfully recorded.

He and Eileen had been Midlanders for only a couple of weeks when Cyril Gibbons, at that time editor of "Spark," the Wolverhampton Club's newsletter, took them to see their first-ever trial. An invitation to attend the club's annual dinner followed and within a month or two Ross found that he had not only become a member but had been elected editor of the newsletter. Nine years later he is still that.

Most local trials are held on Sundays and, since Ross had a Monday morning deadline to meet, there were many occasions when he had, perforce, to kick his heels until the results were issued. But there was one occasion (Giles is almost certain that it was the Alec Ross Trial of 1951) when the results team, under Doris Taylor, experimented with a new system. To pass away the time until the final score was made known, Ross sat in with the team and was pleasantly surprised to find that, for once, the job was over at a reasonable hour.

But he was not fully convinced of the merits of the new scheme and for the first event for which he and Eileen took over full responsibility for the results—the Salop Club's 1952 Harold Embrey canter around Wenlock Edge—they stuck to the big-sheet method. "It was a real horror," they now declare. Next came a Midland Group trial organized by the Wolverhampton Club, with Doris Taylor in charge of results. Eileen, feeling a little under the weather, did not go to the start of the trial but Ross brought the entire results team back to their flat. The separate-card Taylor system was employed and the Gileses were shaken to find that everything was over by 8 p.m., after less than three hours' work.

That was the real start of things. Gaining proficiency in their club's trials, the Gileses began to travel farther afield, doing a similar job for Bridgnorth, Salop and other clubs. Stardom, if it can be so termed, came in 1956 when Ron Watson called them in to assist with the national Victory Trial; but their biggest triumph was at the subsequent British Experts' Trial: the results were available at 3 p.m.! They have now helped with six national trials, plus numerous group, regional-restricted and club events. They would do even more if they could but both are active members of the Royal Observer Corps and time has to be found for weekend training.

Since 1953 Ross has also acted as secretary of the meeting for the majority of scrambles run by Wolverhampton on the Kinver track—not every time but about three out of four meetings in a year. He has had only one disastrous meeting at the venue. That was when the club tried running on a Saturday. Unfortunately it coincided with the opening of the football season and Wolves were playing at home! There were more competitors and officials than spectators and the coffers suffered accordingly.

Ross is a forthright character and he has pungent views on certain types of competitor—those who can never fill in an entry form correctly or send the right money, for instance, and especially those who become piqued because their entries are returned because they arrived several days after the official closing date. "If a rider can leave undone those things he ought to have done," he declared, "you can bet your bottom dollar that he will do so." And among the most flagrant offenders are some of the best-known names in the sport.

As for Eileen, she is now completing her second year as secretary of the club. It is, she says, a fascinating job and one which takes a lot of knowing. And, too, it takes up a lot of spare time: if the odd hours were added together it would account for almost a complete day's work a week. But there is the satisfaction of being "on the inside of everything"; she is in touch with everybody and it is her job to co-ordinate the various sub-committees so that the club functions as a corporate whole.

Because of his newspaper position, Ross is brought into touch with organizations of many different kinds—some chummy enough, some decidedly snooty—but of them all he places motor-cycle enthusiasts at the very top of his list. "They are," he emphasises, "the very salt of the earth and really genuine in their affections."

Looking back on their joint experiences, Eileen giggles at the memory of Ross acting as a trials observer for the first time—standing in gumboots in the middle of a stream (it was the best position from which to view the whole section) and holding an umbrella above his head as protection from the downpour. But, understandably, they principally recall an endless succession of observers' notebooks, some neat and legible, some so mud-coated that it has been necessary to dry them in front of a fire and hold them towards the light to decipher the markings. And there was one in particular, apparently filled in by a conscript who was determined to do his best. In clear, tidy script he had painstakingly entered everything that happened on his section: "Rider got off half-way up and pushed." "Rider fell off." "Rider paddled all through." But at least Ross and Eileen could understand what he meant; he had the makings of a first-class observer.

And after the "Experts," in the Ludlow headquarters, the team collects observers' cards brought in by B.S.A. experimental tester George Pickering

Whatever model you ride . . .

Always ask for AVON

Whatever scooter you use . . .

Always ask for AVON

Whatever outfit you choose . . .

Always ask for AVON

Avon paired tyres add to the safety of every solo

1st 2nd 3rd

again and again and again

In 58 major events of 1958, riders on AVON tyres achieved 48 1sts, 47 2nds and 45 3rds!

The Lesson of Preston

The twin-roundabout junction and flyover where the motorway crosses the Preston-Blackburn road (A59) and the River Ribble

About 7½ miles of built-up area on A6 are avoided by taking the new Preston motorway

FIRST MOTORWAY A REVELATION TO BRITISH ROAD USERS

By MICHAEL BROWN

IT'S open—all 8.26 miles of the first British motorway. And, instead of launching into pæans of praise for all concerned (which may be taken as well deserved) let us consider the Preston By-pass from the rider's point of view.

One thing stands out clearly. This short stretch of road—five minutes at 90 m.p.h.—is going to teach this country a lesson that it has failed to learn for a generation; a generation during which tourists, Parliamentary delegations, road engineers and foreign visitors tried to persuade the British public and the British politician that they needed motorways. They needed them from every point of view: back in 1947 Christopher Brunner was estimating a saving of £60,000,000 a year from a modernized road system. Thus the financial economy. Back in 1954, James Drake, the Lancashire County Surveyor, drew comparisons which showed that motorways saved lives; thus the humanitarian saving. Mr. Drake, to whose initiative the Preston motorway is largely owed, may well turn up that yellowed sheet today and note once again that between 1946 and 1953 the A6 north-south route through Preston had a death rate of 0.22 per million vehicle-miles, and an injury rate of 5.8. By contrast, the Davison Expressway, Detroit's latest motorway, has just recorded 0.040 deaths per million vehicle-miles and 0.062 injuries—a fraction of those of A6. Mr. Drake has now got his expressway.

The road, as everyone knows by now, is a gently curving, beautiful twin-track highway with only one feeder junction throughout its length (with A59, the Preston-Blackburn road). Huge blue-and-white notices are readable at any speed; hard shoulders form emergency off-the-road space all the way for those in trouble; a hedge, between the two tracks, will ultimately eliminate dazzle, and minor roads go over the top on modern concrete bridges of varying design. If you have not yet ridden on a motorway make a special trip north to do so, for the experience is worth it.

Soon after the Prime Minister had opened the Preston example last Friday, riders were streaking along the highway in the bright sun, conscious of something really new: freedom to ride for riding's sake, instead of to dodge obstructions and avoid the foolishness of others. Freedom to use judgment on speed, instead of on pedestrians and bicycles. Freedom, let it be repeated, to *ride*.

Here are the impressions of a young colleague, Peter Humber, who had not had the chance to ride on a motorway before. He covered 64 miles in all, and he was enthusiastic. "I could really use the power of my six-fifty B.S.A. Golden Flash," he exclaimed. "On one run I was doing 90-plus in perfect safety. The curves and the camber seem just right and the road is beautifully engineered."

Humber had found the motorway entirely different in "feel" from the ordinary arterial road. Everyone had been going so much faster than usual (he had been overtaken in the nineties by a police Jaguar) and he felt that new riders would need to build up to the prevailing speed. It would, he considered, be nerve-racking on a scooter to be overtaken at such speeds, and he wondered about the effect one might feel when overtaking a big lorry in a strong side wind. (The road runs across the windswept Ribble valley, wide open to the westerlies from the Irish Sea.)

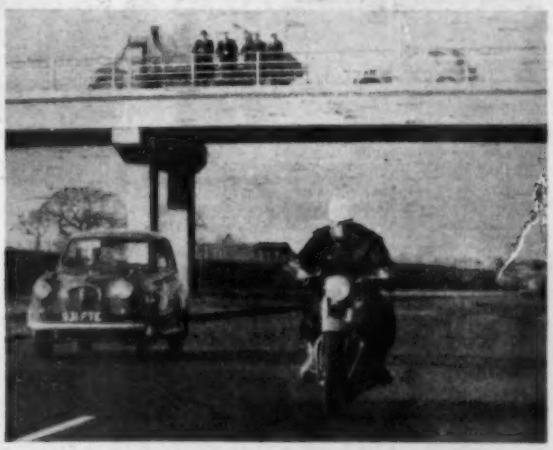
The vast, blue signs with their white lettering were admirable; he had read them all at speed without difficulty, and their sparsity was a relief after the clutter of the ordinary road. The complete absence of parked vehicles had given him a feeling of safety that he had never before known. Even after dark, when, until the hedges grew, dazzle would be a problem, that gnawing fear of hitting an unlit parked vehicle would be absent.

Had he, in his 64 miles of new-era riding, been endangered by any other road user, or had he at any time felt less than safe? The answer to both questions was no, and he could recall only one sensation that might, encountered without warning, cause a momentary alarm. The new cat's eyes, well proud of the road surface in their pristine state, result in an enhanced thump at high speed that is out of proportion to what might be expected. They are used to separate the two lanes of each of the twin tracks, and are interspersed with white dashes; therefore they must be crossed to overtake. But the alarm is fleeting, and fails to detract from the joy of this new riding.

This experience is going to be typical of many. The Preston road will mould the opinion of the travelling public and will bring to a head the frustration of years of travel in conditions that approach desperation. Here, the public will say, is the kind of road that we pay taxes to get, and the kind of road that we mean to have. If the politicians are wise they will take notice. Mr. Macmillan's government has begun well, if belatedly, and never again will road arrears be accepted with such complacency. Reinforcing the public demand will come pressure from industry as the savings of motorways become evident. Today, Mr. Brunner estimates that every mile of motorway could save £25,000 a year in transport costs, while the director-general of Netherlands roads has said that Dutch motorways have saved their cost over and over again; they pay for themselves in five to ten years.

Also in support will come accident reduction figures calculated by the Road Research Laboratory (their strip traffic counters already cross the motorway). There is no doubt of that reduction; it always happens, although the few motorway accidents tend to be horrific owing to the speeds involved. For once we can count our chickens before they are hatched.

Will traffic use the road? Yes, it will. It has been consistently found all over the world that roads attract the traffic. Hence the Palmerston dictum: "When a nation stops building roads it ceases to progress." Perhaps the comment of a Lancashire policeman on the Preston motorway sums it all up: "Well, the Red Rose county was the first to use mobile police; first to use radio and first to build a motorway. We were the first to use radar to keep speeds down, but we're the first to build a road where high speed is expected and safe. Come to think of it, we built the Mersey Tunnel, too, and that paid for itself years ago."



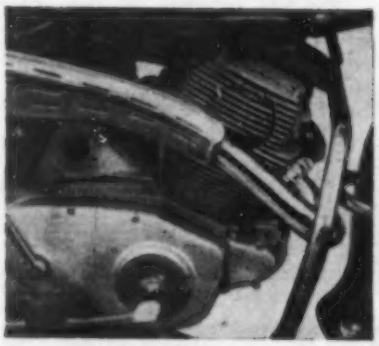
Peter Humber after passing under one of the road bridges which, with tunnels and footbridges, provide 22 crossings

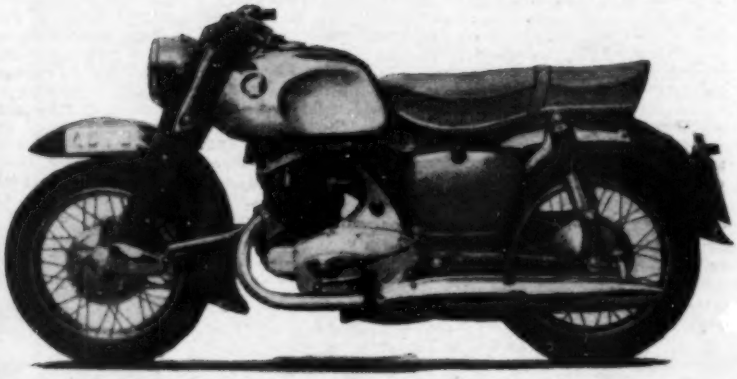
Above: The Prime Minister, Mr. Harold Macmillan, presses the button to open the new road and unveil a commemorative stone last Friday

Right: Each track has two lanes to be extended to three lanes later. The motorway has already been criticized as being too narrow

On the Four Winds

By "NITOR"





Two shots showing the Honda Dream 300. Overall finning of the cambox and cylinder head is clearly evident from the engine close-up. The distributor is driven from the left-hand end of the camshaft (see "Dream Model . . .")

ANY POINTERS? That Slocombe-Dudley-Ward outfit described last week must have whetted the appetite of all sidecar trials men. A weight saving in the region of 50 lb and no chance of creep in the connections will pay enormous advantages on mud and rock sections alike—and just think of the benefit in a Scottish Six Days' Trial. Probably as you read the description of the outfit you pondered, as I did, as to whether the unorthodox approach provided the odd pointer for sidecar manufacturers. Reluctantly I came to the conclusion that it did so only in very small degree. Chassis and connections have already been simplified to some extent these past few years and the process of simplification is continuing fast. That trend is for me the most satisfactory aspect of sidecar design today.

THE "SWISS" AGAIN Legislation forbidding racing in Switzerland is soon to be re-examined. It is likely that the outcome will bring about modification of the law in favour of the resumption of high-speed sport, though it will be limited initially to motor-cycle racing. It will not have escaped your notice that a date has already been sought (and granted) for the Swiss Grand Prix. The date, published in *The Motor Cycle* for November 20, is September 12 and the venue—Locarno. The meeting will not, of course, count towards the world's championships.

THE WAYZGOOSE A few words of thanks from readers are due to Angus Herbert and all the helpers who at this time each year go to so much trouble to flay the living daylights out of motoring and motor-cycling journalists. Yes, I am referring to Angus' work in organizing the Press Trial, recorded so humorously by Bill Thacker on pages 798 and 799. I am glad it's over for another 12 months. All last week the younger (and, I might add, shrewder) types on the staff could be spotted in furtive huddles as they prepared treasons, strategems and foul plots for beating the handicappers. In an attempt, indeed, to gain a few bonus marks, one scribe, whose name shall not foul these pages, described one of the country's most celebrated trials machines as a combine harvester, gave the name of the journal with which he is connected as "Tony Tots," his age as 85 and his sex female. It was the sort of entry form which would have driven any lesser man than Angus Herbert to tiddlywinks.

FOG TECHNIQUE Sound advice on fog technique was a feature of *The Autocar* Winter Equipment Number (November 14). According to my colleagues on four wheels a fan beam, as distinct from a pencil light, is best in murk (with a broad beam one can see both the kerb and the cats' eyes and so can drive nicely located between the two). The choice of a white or yellow light? That, they maintain, is a matter of individual taste and eye characteristics. I was glad to see at Earls Court that at last we are getting small, compact and light fog lamps that really ought to be practicable for motor cycles. But they mostly seemed to have clips for handlebar or safety-bar mounting. If, like me, you have a fairing-type screen, handlebar mounting is out. And you may have no safety bar either. Ergo you will probably want to mount your fog lamp on the front down tube, to a tank bolt (if your tank bolts are of appropriate type) or maybe to an engine bolt. So before you buy that lamp with the fan-type beam some inspection, to ensure that it will fit where you want it to, may be worth while.

DREAM MODEL . . . Japanese design is brimful of interest. Hence I am particularly intrigued to receive from Hong Kong a few impressions of the Honda Dream 300 from Lt. Cdr. P. C. Burfield,

R.N., who is stationed in those parts. The model is as modern as the day and even features electric starting. The overhead-camshaft, parallel-twin engine has inclined cylinders with overall finning on the head and cambox. Pressings are used extensively—for the spine frame, stanchions of the leading-link front fork, arms of the pivoted rear fork, and so on. The design, in its way, is quite space-age, although in fact the machine has been in production for about three years. As with most modern Japanese models the gear change mechanism incorporates fully rotary ratchet and cam plates. The result is that a downward movement of the pedal after top gear has been engaged gives neutral, the next depression bottom gear and so on up the scale. Conversely, top can be obtained by an upward movement of the pedal from neutral. The advantages are obvious: one can readily coast downhill, or find neutral from top without running down through the gears. The Japs didn't copy *that* feature from anyone!

. . . ON THE ROAD My correspondent found the arrangement delightful, and especially so since the Dream is fitted with a rocking gear pedal. The handling, says the Commander, is good and the model displayed no vices. The suspension, which is very soft on impact and has powerful damping, earned high praise. A point that impressed, too, was the complete absence of oil leaks, a feature for which the model is becoming renowned. Minor points of interest are a wind horn, twin mirrors and flashing light indicators fore and aft. All in all, very intriguing.

SIX WEEKS ON £35 Potential recruits eyeing the displays in showrooms up and down the country just now may find inspiration from the following tale. It concerns a young student at a London college, one Geoff Lloyd, who became a motor cyclist just a year ago when he bought a Triumph Twenty-One and, a few months later, crossed the U.S.A. on the machine with only £35 (100 dollars) in his pocket. On that sum he had to find sufficient fuel for 11,000 miles, food for the six-week period he was to be away. As for accommodation, he took that with him in the form of a small bivouac. How did the three-fifty cope with its vast load on the great transcontinental turnpikes? It clocked 500 miles a day without ever once missing a beat.

STORE OF MEMORIES From Baltimore, Lloyd turned his wheels westward for the great Shenandoah National Park from which there runs that vast unbroken ridge, southward to the Great Smokies of North Carolina, 600 miles away. He saw most of the almost completed highway across the ridge, wild bears in the National Park and escaped death by a miracle when he camped one night on a dump infested with rattlesnakes. He crossed the plains to San Francisco in seven days—seven days of humid heat and thirsty mosquitos—and of tornados also, two of which he barely missed on the open wheat plains of Western Texas. A week was spent wandering, as the spirit moved, in the mountains and canyons of Colorado and Arizona. Lloyd reports that the friendship and hospitality he encountered surpassed his wildest expectations. Without a motor cycle the trip would have been out of the question; he has acquired a store of memories to last a lifetime. The machine, by the way, was shipped to the U.S. for a tenner. Lloyd flew out on a much-reduced-price (£100) return ticket to New York, obtained through the University Union.

SAVING MONEY "One gallon of each, please." That is the invariable request I make these days when I top up the tank. A gallon comes from the commercial pump and the other from a pump serving premium grade. My experience is that most touring four-strokes are happy on that sort of diet—and 5½d is saved at each tank-up. Assuming one covers 10,000 miles a year and averages 60 m.p.g. the saving is close on £4—you can buy a fair number of spares for that. . . .

Geoff Lloyd's model in the U.S.A., where it covered 11,000 miles of turnpike and mountain road (see "Six weeks on £35")

Question and Answer

VALVE FLOAT

FREQUENTLY I come across references to valve float occurring when an engine is revved beyond its peak—for example, in the performance data of your road tests. How does one know when the valves are floating and is it harmful? T. LONGFIELD
Warwick.

The symptoms of valve float vary in degree with different engines but almost invariably there is a sudden falling-off of power accompanied, in the majority of cases, by mechanical clatter. Some engines clatter more than others; some show a more marked drop in power than others—almost as if a hand were momentarily placed over the carburettor intake.

In racing engines valve float can be disastrous through the valves hitting the piston. The same applies in lesser degree to super-sports engines with high-compression pistons fitted. In normal roadsters, with their greater clearances, an occasional lapse does no harm but one should not make a practice of letting the revs mount to the point of valve float.

CLUTCH EXPANSION

IN HEAVY TRAFFIC with repeated stops and restarts, my clutch cable gradually becomes slacker until eventually there is about ½in of play at the lever. Then, owing to clutch drag, it becomes difficult to change gear noiselessly. If I stop and let the clutch cool off, the setting returns approximately to normal. What is the cause of this bother, and is there a cure?
Maidstone, Kent. H. BOYLE

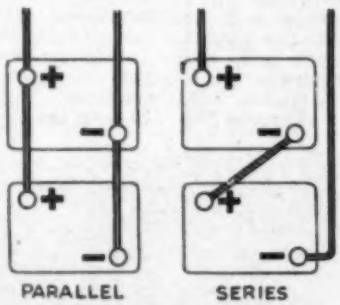
The trouble is due to expansion of the clutch owing to excessive heat. The clutch is a friction device and, therefore, when it is taking up the drive, friction between the plates causes heat. Under normal traffic conditions the heat thus generated is allowed to dissipate between one use of the clutch and the next; hence the overall temperature does not rise sufficiently to cause the friction material to swell. In a stop-start traffic crawl the heat build up will be excessive if the clutch is abused. The first golden rule is always to put the gears into neutral and release the clutch lever when you come to a halt for more than a few seconds.

Secondly, you may be slipping the clutch much more than necessary through not selecting the most suitable gear for the road speed. For example, far better to ride in bottom with the clutch fully home than in second gear with the clutch frequently being slipped: the first method allows the clutch to cool, the second raises its temperature.

Finally, check that the clutch is gripping properly when it is cold and that, when the handlebar lever is pulled right back, the plates are free from drag. Should the heating up persist, it is likely that incorrect friction material is used. The remedy would be to fit service plates supplied for your machine by the manufacturers.

SERIES: PARALLEL

CAN YOU please tell me the difference between connecting, say, two batteries in series and in parallel? For example, some scooters with electric starting have two six-volt batteries connected, I believe, in series yet I have heard of batteries being connected in parallel on a sidecar outfit carrying a lot of lights. M. J. SWAN
Colchester.



Diagrammatic illustration of a pair of batteries connected in parallel and in series

When two six-volt batteries are connected in series the negative terminal of one is connected to the positive terminal of the other, making in effect a 12-volt battery (12-volt starter-generators, almost without exception, are used for scooters). Connecting two batteries in parallel entails joining negative to negative and positive to positive. The voltage then remains unchanged but, assuming the batteries are of identical type, the capacity is doubled, for example, two 12-amp-hour batteries become in effect one 24-amp-hour battery.

OUR INFORMATION service is open to all readers. Questions should be addressed to the Editor, "The Motor Cycle," Dorset House, Stamford Street, London, S.E.1, and whether intended for publication or not, must be accompanied by a stamped addressed envelope for the reply

RELUCTANT SCREW

ONE OF THE retaining screws in the timing chest of my twin is extremely tight and in my efforts to loosen it I have damaged the slot in the screw head. The screwdriver will not now grip it properly and I am in rather a quandary.
Willoughby, Lincs. L. B. WALSH

If the screw head is flush with or proud of the timing cover so that a pin punch can be placed almost at right-angles to one end of the slot, a smart tap or two in an anti-clockwise direction should do the trick. If, on the other hand, the screw is countersunk to an extent that a pin punch cannot be so used, then a brass or other soft drift should be placed squarely on the screw head and given two or three axial blows—a sure method of loosening a reluctant screw. Almost needless to say, a new screw should be fitted on assembly.

LOST COMPRESSION

MY ENGINE has just been rebored and I find that there is very little compression. I have checked everything, including the new piston and rings, valve clearances and so on but cannot find anything amiss. Can you give an explanation?
Edinburgh. M. B. MCAULEY

The condition is not uncommon following a rebore. It is due mainly to the rings failing to make a perfect seal with the cylinder. As running-in proceeds you should find that compression rapidly improves and doubtless it will be excellent after a few hundred miles have been covered.

TYRE PRESSURES

WOULD IT seriously reduce the life of my tyres if occasionally I ran them softer than standard on greasy or ice-covered roads? D. PEARSON
Stamford.

Occasional under-inflation—say, by up to 5 lb sq in—is not likely to damage a tyre assuming the machine is not ridden at high speeds and heavy impact loadings are avoided. Persistent under-inflation will, however, cause cracks in the tyre walls.

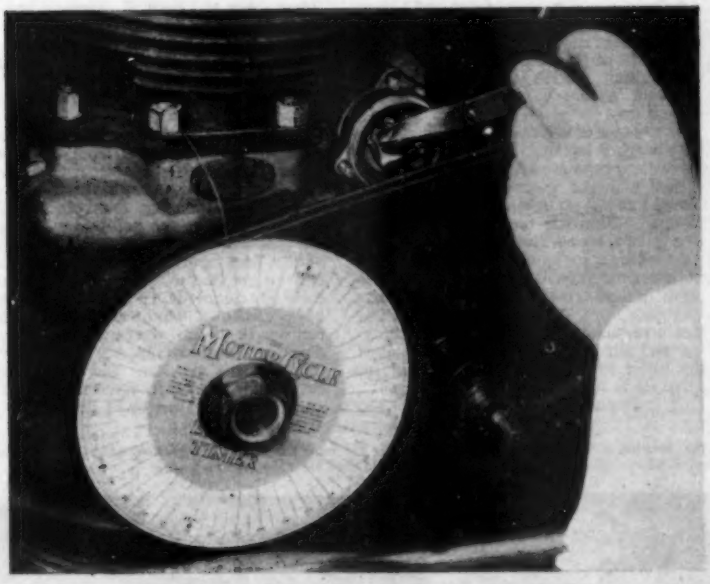
However, lowering tyre pressures does not usually give better grip on greasy surfaces because the tread is allowed to deform and is less likely to bite through to the hard surface underneath. Another point is that when tyres are run much below the recommended pressures handling of the machine is almost certain to be adversely affected.

RIDER TO RIDER NO. 4

Timing by Degrees

ENSURING ABSOLUTE ACCURACY IN IGNITION AND VALVE SETTINGS : MAKING YOUR OWN DISC WITH OUR PRINT

By Vic Willoughby



Using "The Motor Cycle" engine timer to check ignition setting on a 99 Norton. A distance-piece behind the disc (actually the chaincase clamping nut) gives it clearance from the chaincase

EVERY amateur mechanic loves to use a timing disc. Even to the uninitiated it seems a more precise and glamorous gadget for setting or checking ignition or valve timing than a calibrated rod passed through the sparking-plug hole on to the piston crown. The expert knows there is no comparison in the accuracy of the two methods: provided it is properly set, the timing disc wins hands down. For that reason it is almost universally preferred to the calibrated rod in racing circles. Maybe the average roadster is not so sensitive to timing as a racing model, but there is certainly no harm in precision.

The printed disc on the third page of this article will furnish all the accuracy you could wish for—but it must be pasted carefully, and without a trace of wrinkling, on to a dead flat surface such as a piece of light-alloy sheet about $\frac{1}{16}$ to $\frac{1}{8}$in thick, or a piece of white card from a stationers. Use a very smooth paste or one of the special petroleum adhesives, and use it extremely sparingly. Alternatively you can spread some light-colour rubber solution very thinly on both paper and backing and allow the surfaces to become quite dry before pressing them together. An ordinary liquid adhesive must not be used or it will stain through the paper. In any case the disc should be pressed down firmly all over to ensure absolute flatness.

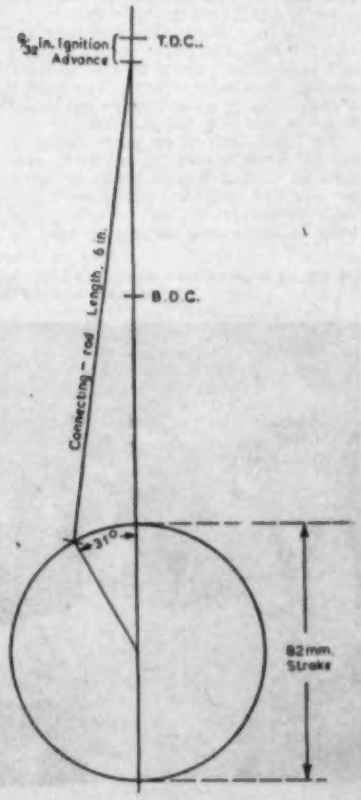
When the disc is stuck the backing should be trimmed to size, using snips for metal or sharp scissors for card. There is no real point in making your disc bigger than the paper one and extending the radial lines outward. The degree divisions are just about $\frac{1}{16}$in wide and that is ample.

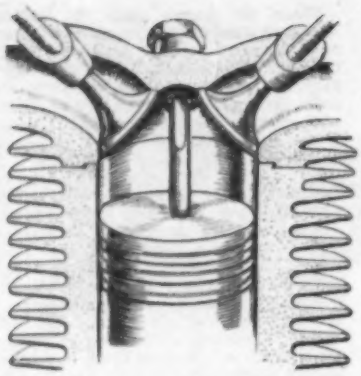
The way to attach the disc to the engine shaft is to make a hole in the centre of such a size that the disc is a tightish fit on the shaft. (The small rings on the disc will help you to ensure concentricity.) Then secure the disc lightly in position with the shaft nut, using a washer to avoid tearing the paper. On some engines this method may not be feasible but an alternative will be obvious. Remember there is no need for the disc to be clamped tightly: if the engine-shaft nut is captive, for instance, a light push fit on its corners is quite satisfactory. But the disc must be square to the axis of the shaft, otherwise accurate readings will be impossible.

A pointer must be fixed to a nearby part of the machine and set to register with one of the zero marks on the disc when the piston is at top dead centre. The most convenient form of pointer is a piece of soft-iron or copper wire of about 18 or 20 gauge and no longer than necessary, clamped under, say, a cylinder-base or crankcase nut.

Precision is entirely dependent on the

Timing details are easily converted from piston to crankshaft position provided connecting-rod length is known



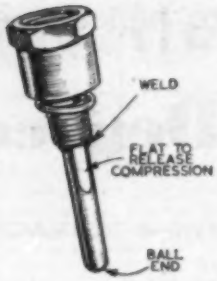


By acting as a firm piston stop this gadget enables top dead centre to be found accurately. Method of use is described in the text

setting of the pointer—in other words, on finding t.d.c. *accurately*. Feeling the piston position with a rod passed through the plug hole is too vague. Far better is to adapt the body of an old detachable sparking plug in the following way. Weld or drive into the body a tight-fitting piece of steel rod of such a length that it stops the piston about an inch short of t.d.c. when the gadget is screwed firmly into the plug hole. (The lower end of the rod should be rounded, and a flat filed on the side at the upper end will vent the cylinder.)

Gently turn the engine backward and forward until the piston meets the rod, and adjust the pointer to give identical readings both sides of zero. The pointer is then correctly set and the gadget should be unscrewed from the plug hole.

To check ignition or valve timing all one has to do is turn the engine forward until the contact-breaker points or valves *just* begin to open and read off the crankshaft position on the dial. As the crucial point is approached the engine must be



turned extremely slowly: if top gear is engaged the engine can be nudged forward a degree at a time with the back wheel.

How do we know the exact point at which the contacts start to separate or a valve begins to open? The traditional scheme with contact points is to grip a clean 0.0015in feeler gauge between them ($1\frac{1}{2}$ thousandths of an inch, not 15) and pull lightly on the gauge as the engine is turned. An alternative is to wire a lamp and battery across the points (after insulating the contact-breaker retaining screw); the bulb will light only when the points are closed. On coil-ignition models the flicking of the ammeter needle to zero pin-points the separation.

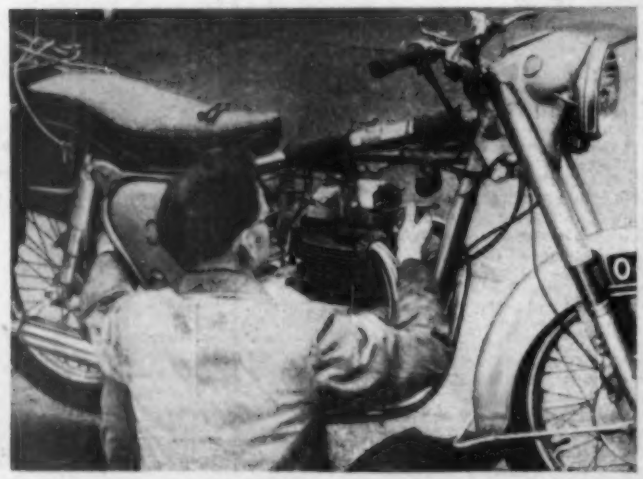
In the case of valves the procedure varies with engine layout. If the pushrods or valve-stem caps are accessible they can be turned with the fingers while the valve is closed but will go tight as soon as it begins to open. Similarly the onset of tightness in a valve rocker which can be moved sideways on its spindle while the valve is shut indicates the valve is starting to open. Another sound scheme is to set the valve clearance, say, 0.010in greater than the figure stipulated by the makers for checking and slip a 0.010in feeler in the gap: the feeler will be nipped as soon as the valve starts to lift.

It is important to check on the valve clearance the makers stipulate for timing purposes for this is sometimes different from the running clearanee. And when checking ignition timing remember the gap between the points when fully open is critical: too wide a gap advances the timing and too small a gap retards it. Also if the timing is quoted on full advance and the engine has auto-advance mechanism, this must be wedged in the fully advanced position. It is true that twisting the contact breaker in the normal direction of rotation by hand gives full advance but it has the disadvantage of taking up the backlash in the drive in the opposite direction to normal and that can give a false reading by several degrees.

If timing details are quoted only in relation to piston travel, you can obtain the degree settings from the manufacturers or from our Technical Information Department. However, you might like to know that conversion is simple provided you know the length of the connecting rod between centres. With a pair of compasses draw a circle having a diameter equal to the stroke of your engine—this represents the path of the crankpin. Then draw the vertical diameter and extend it well above the circle (this is the cylinder axis). Set the compasses to the length of the connecting rod and, from the ends of the diameter, mark off on the vertical line points corresponding to the piston at t.d.c. and b.d.c.

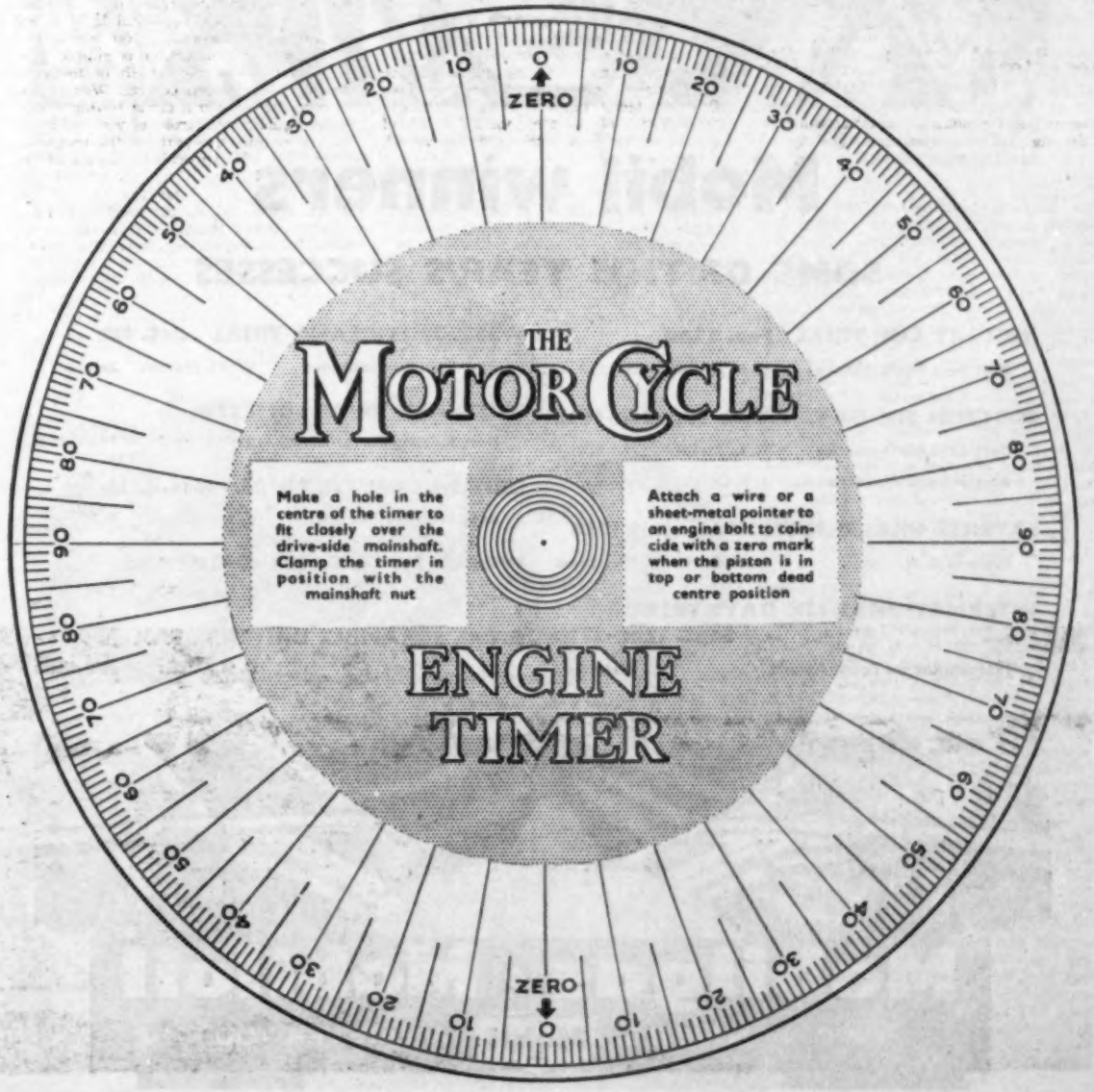
From those points the timing positions (ignition advance, valve lead or lag) can be measured and the compasses (still set to connecting-rod length) used to mark off the corresponding crankpin positions on the circle; if the points are joined to the centre the angles can then be measured with a protractor. The sketch shows the conversion of the $\frac{3}{32}$in ignition advance for a 597 c.c. model 99 Norton twin which has a stroke of 82mm and a connecting-rod length of 6in; the angle measures 31 degrees. (Incidentally, the 497 c.c. Norton twin has the same rod length but a stroke of 72.6mm; its ignition advance of $\frac{1}{8}$in is also equivalent to 31 degrees.)

On the left is shown the method of turning the engine forward a fraction at a time by nudging the back wheel with top gear engaged. Right: Valve clearance is increased by, say, 0.010in and a feeler of that thickness used to determine the opening point



Here is Your Timing Disc

THIS is the way to make a useful gadget for your workshop. Cut round the disc with scissors. Get a piece of white card from a stationers and trim it to size—or slightly larger. Stick the disc on the card using a smooth paste or one of the special tube-fed petroleum adhesives. Alternatively, with a small soft brush spread a very thin layer of light-colour rubber solution on both paper and card; allow the solution to become quite dry before putting the mating surfaces together. A liquid adhesive must not be used as it will stain through the paper. If your card is larger than the disc, project the degree lines outward to the periphery. Degree settings for the timing of your engine are probably given in the instruction book; if not, the details will gladly be supplied by our Technical Information Department.



Mobil winners

SOME OF THIS YEAR'S SUCCESSES

VICTORY CUP TRIAL Feb. 22nd

Best Solo Performance G. L. Jackson A.J.S.

SCOTTISH SIX DAYS TRIAL May 5th-10th

Best Solo Performance G. L. Jackson A.J.S.

Best Sidecar Performance J. S. Oliver B.S.A.

EXPERTS GRAND NATIONAL July 19th

Experts G.N. 1st D. G. Curtis Matchless

INTERNATIONAL SIX DAYS TRIAL Sept. 22nd-27th

Manufacturers Team Award Matchless

WEST OF ENGLAND TRIAL Oct. 4th

Best Solo Performance W. H. Martin James

SOUTHERN TRIAL Oct. 25th

Best Sidecar Performance A. Pulman Matchless

BRITISH EXPERTS TRIAL Nov. 29th

Best Solo Performance G. L. Jackson A.J.S.

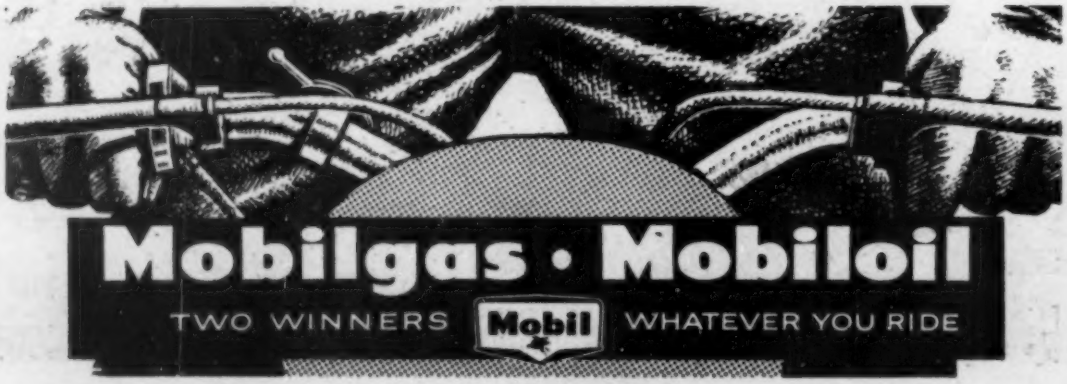
WORLD MOTO CROSS CHAMPION

R. Baeten F.N.

A.C.U. SCRAMBLE DRIVERS STAR

D. G. Curtis Matchless

(Subject to official confirmation)



COMPETITION *Commentary* BY RALPH VENABLES

The Solo Double

Gordon Jackson Breaks the Spell : Proposals for Army Trials : Archer's Latest Scrambler

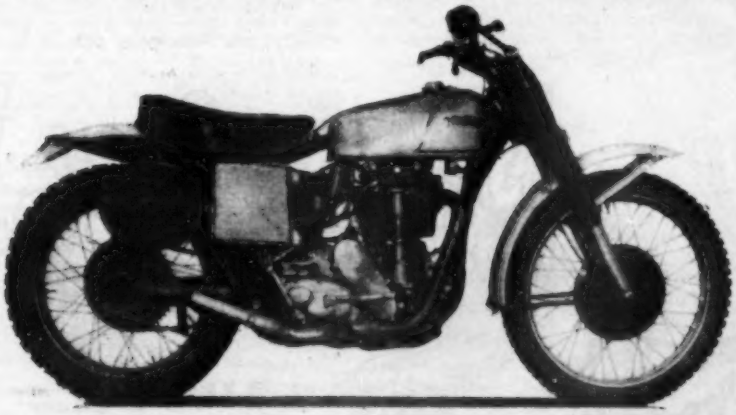
AT last it has happened! For nine years we have waited for the solo winner of the British Experts' Trial to win the A.C.U. Trials Drivers' Star. Incredibly, Gordon Jackson is the first to score the solo "double." In the sidecar class it has occurred four times since the A.C.U. stars were first awarded (Harold Tozer in 1950, Frank Wilkins in '53, Arthur Humphries in '55 and Frank Darrieulat in '56). It is fitting that both awards should go to Gordon Jackson—who if not the *best* trials rider of the post-war era is undeniably the most *determined*.

POINTS gained in the Trials Drivers' Star contest are, of course, based on riders' ten best performances throughout the year (only national trials held on Saturdays are taken into account), and I understand that this same basic principle may be applied to competitors' performances in some Army trials next year. No, I don't infer that there is to be an Army Trials Drivers' Star; what I do mean is that acting on a suggestion made by David Goode (new secretary-general of the F.I.M.) the Army Motor Cycling Association is considering the introduction of a system whereby the total marks lost by a rider in an Army trial would be based on his best performances only—instead of on his scoring on *every* observed section.

IT is envisaged that in a trial with, say, 12 observed sections, the performances by a rider on the two sections where he had dropped most marks would be ignored in the results. Why should such a scheme be introduced? Simply because the A.M.C.A. has for some time been concerned at the way in which even the most carefully chosen hazards can change in bad weather. When W.D. machines are being catered for this can be a particularly knotty problem; and things were brought to a head at the Army Championship Trial two months ago. The adoption of Major Goode's scheme would go a long way towards solving the problem.

TALKING of Army riders, a humorous incident occurred at a very muddy section near Bordon last summer. I was there in company with several representatives from Kinocrat Films preparatory to making "Trial and Error" (the Castrol film now going the rounds). Our guinea pig was James trials teamster Bob Hart—doing his national service at the Army M.T. School—and I wanted to show the film technicians how disastrous could be the consequences of a competitor tackling a hitherto untried hazard. Strictly speaking, this particular patch of mud was not untried—for it had been the first observed section in the 1957 Southern Trial until abandoned as hopeless.

BUT Bob Hart knew nothing of that, nor did he know that the mud was virtually bottomless! So when I offered to bet him £5 to 5d that he couldn't force a W.D. Matchless through the section non-stop he accepted with alacrity. He approached at about 20 m.p.h. in second gear, his eyes shining with a £5 glint which turned to sudden dismay as the front wheel sank out of sight and brought the speed down from 20 to 0 m.p.h. with the speed of light. Pocketing my ill-gotten 5d I made a mental note that Peter Stirland must be talked into taking a crack at the same section when the shooting of "Trial and Error" began a few weeks later. As all who have seen the film will know, he succumbed to the temptation of a supposedly easy fiver—and his resultant nose-dive into the mud provides a startling introduction.



Les Archer's five-hundred Norton for moto-cross, with hybrid 40 b.h.p. single-o.h.c. power unit

ONE wonders whether Stirland will achieve his fifth successive victory when the 21st Southern Experts' Trial takes place in the Kent-Sussex border country on Sunday week. Peter (who, incidentally, became engaged a few weeks ago) is riding so well that he has won every Southern Centre trial in which he has participated this year. But all the observed sections to be used on December 21 are new to him, and local opinion is strongly in favour of a win by Gordon Jackson. I have some ironical news which will be received with mixed feelings by E. G. Jones (whose letter on the subject appeared a fortnight ago): several well-known riders have refused to enter this year's event because they fear that shifting the venue to Tunbridge Wells will result in the sections being as silly as those encountered in the Southern Trial.

FOCAL point of interest at the North Hants Scramble this Sunday will be Les Archer's prototype 499 c.c. Norton. The frame is one of the Ron Hankins' specials which Les has been using so successfully for several years, but the engine is a short-stroke single-knocker (instead of the long-stroke hitherto used) which, despite being 14 lb heavier than the old unit, should give a greatly increased power-to-weight ratio. With its 10.25 to 1 compression ratio the new engine produces just over 40 b.h.p., yet weighs only 122 lb complete with gear box. In actual fact, the new unit comprises a modern Manx crankcase and barrel, wedded to a 1950 single-knocker head and cam box. At 6,000 r.p.m. the short-stroke prototype puts out only about 3 b.h.p. less than does a fully fledged Manx engine. There should be plenty of power in hand under normal moto-cross conditions. Ron Hankins feels that modifications to the carburettor and exhaust-pipe will be necessary before full power become usable, for at present there is too little torque at the bottom end of the throttle range and too much at the top.

Study in headgear—it's that sort of trial . .

Journalists' Beanfeast

Cartoons by

BILL THACKER

Pressmen Lay Aside Their Roadburners for The Annual Get-together on the Sevenoaks Rough

A RECORD entry of 47, a competitor from Holland, John Surtees and Geoff Duke taking part—the Wayzgoose, or Press Trial, is rapidly becoming big-time stuff. Surtees' entry, let's face it, was unusually contrived. He turned up on his spanking new three-fifty Matchless and, before he could say MV Agusta, was wearing crudely pencilled numbers fore and aft and being ordered to get in there. The trial was run on traditional lines last Sunday, in the Sevenoaks woods and over terrain well familiar to older members of the pencil-wielding fraternity.

The tracks were relatively ungooey after the long, dry spell, and the capers were, therefore, less spectacular than they have been in the past. Nevertheless, editor Harry Louis kept faith with his public and performed his annual upset, taking his Matchless up to a good many feet, and something approaching Mach 1, before casting it away. The flight is said to have started rumours at Jodrell Bank of an unidentified missile launching in the Sevenoaks area. Then, too, there was that Vic Willoughby-Denis Jenkinson partnership. Jenks drove with an air of great *diablerie;* and Willoughby with his head

Below: On Stop Press editor Harry Louis gives his individualistic impression of a journalist meeting a desperate dead-line

An impression of proof reader Spike O'Donnell, whose Norton carries a load of 41 stones!

virtually invisible inside a blanket of steam. Carrying the outfit, he said, was relatively easy; it was the fact that Jenks refused to get off while it was being carried that made life tedious.

Then there were ever-cheerful proof reader Spike O'Donnell who weighs 24 stones (twenty-four stones, my friends!) and his sidecar passenger who weighs 17 stones. Between them they obtain so much grip that there is talk next year of a new factor being introduced into the system of handicapping. Then there was —but let's draw a discreet veil over the remainder.

The trial ended in the usual fashion—with the climb of a muddy up-grade against the watch. Best and runner-up performances were made respectively by Geoff Ward, who was ostensibly a spectator, and Geoff Duke, both on Duke's Dot scrambler. These results speak for themselves. "Obviously a fiddle," remarked one scribe, to another, and they went in a huddle to discuss even further factors that might be inserted with advantage into the handicap system for 1959.

Uncle Rowe Cup (best performance).—H. Watts (Greeves), Manufacturers' Association, 25 marks lost (including 10 handicap). **Charles Markham Shield** (best in opposite class).—R. Hakewill (A.J.S.), *Motorcycle News*, 250 (60). **Best Solo Irrespective of Handicap.**—G. E. Duke (Dot), 0 (70).

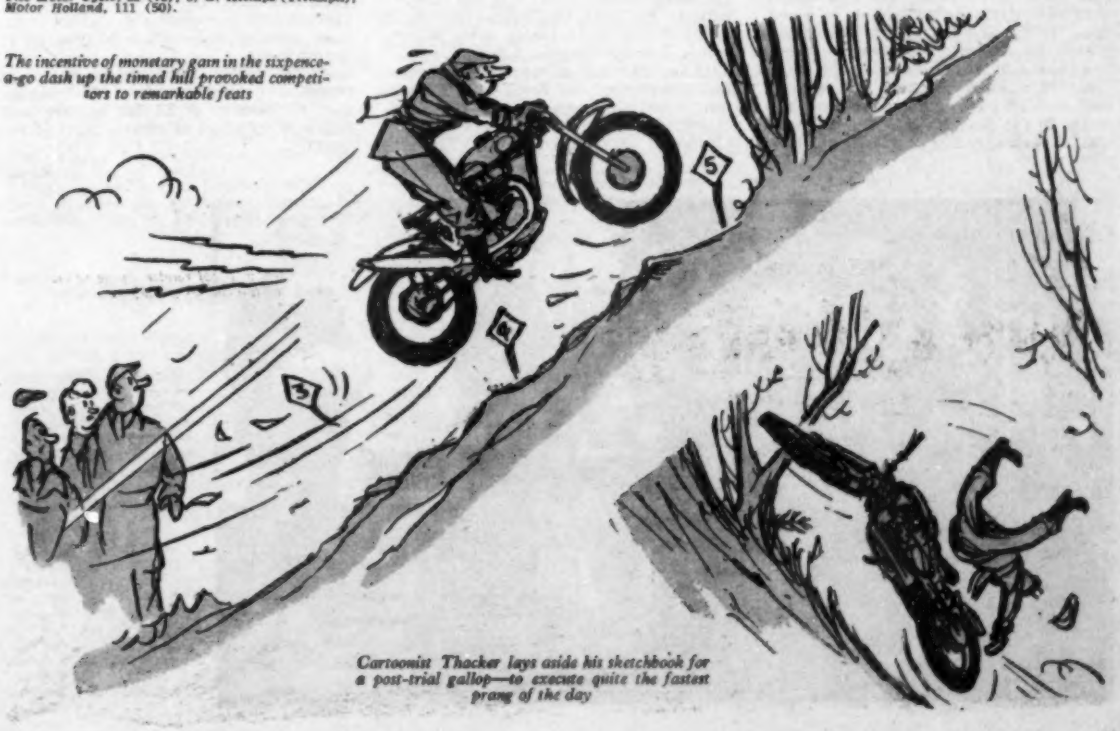
First-class Awards.—1, B. H. Snelling (Greeves), *Motorcycle News*, 62 (30); 2, A. Baker (Greeves), *Automobile Engineer*, 65 (10); 3, C. R. Hodgson (B.S.A.), *Associated Rifle Press*, 66 (60); 4, D. J. Dixon (Royal Enfield), *The Motor Cycle*, J. Surtees (Matchless) and B. Potter (Ariel), *Motor Cycling*, all 73 (all 70); 5, D. B. Jenkinson (Matchless), *Motor Sport*, 270 (80).

Second-class Awards.—1, T. Dobson (James), *Motorcycle News* 75 (70); 2, B. M. Smith (Ariel), *Motor Cycling*, 78 (70); 3, M. Bashford (Victoria), *Motor Cycling*, 81 (70); 4, G. Wilson (B.S.A.), *The Motor Cycle*, 83 (70); 5, G. Klomps (Triumph), *Motor Holland*, 111 (50).

Right: Bill Peacock takes the controls of his own outfit and passenger Quantrill finds a safer perch

Right below: Vic Willoughby gives Denis Jenkinson, at the controls, material assistance in a tight corner

The incentive of monetary gain in the sixpence-a-go dash up the timed hill provoked competitors to remarkable feats



Cartoonist Thacker lays aside his sketchbook for a post-trial gallop—to execute quite the fastest prang of the day

Years of Progress

Tenth Anniversary of R.A.C.-A.C.U. Learner-training Scheme Marked by Reunion in London

MEMORIES were projected back to the immediate post-war years —and earlier—when pioneers in the R.A.C.-A.C.U. Training Scheme met at the Wandsworth Town Hall, London, on Wednesday of last week. The reunion marked the tenth anniversary of the first proficiency test. Since then, over 13,500 pupils have taken the test and more than 11,600 have passed.

One of the cornerstones in the history of the scheme was a discussion meeting held by the Wimbledon Club on 18 October 1946. Represented were the Auto-Cycle Union, the Royal Automobile Club, the Manufacturers' Association, the Royal Society for the Prevention of Accidents, the police, the Wimbledon Council, various clubs and the editors of *Motor Cycling* and *The Motor Cycle*. At that time a few clubs, such as Streatham, Sunbeam and Wimbledon, were training learners on a limited scale and the intention of the meeting was to expand training at a national basis.

As Arthur B. Bourne (editorial director of *The Motor Cycle*), who was present at the now historic 1946 meeting, mentioned at the reunion, the idea was that the trainees should "learn from the old hands." The R.A.C.-A.C.U. scheme as we know it today was born in late 1947 and from small beginnings has grown until now there are 63 schools in operation. In the first full year 147 candidates passed the proficiency test and the yearly total has increased steadily except where there have been unusual circumstances such as during 1957 when petrol was short owing to the Suez crisis. It is estimated that by the end of this year well over 1,800 pupils will have passed out since January; the total for the ten years will then be nearly 12,000.

In use are 207 training machines supplied by manufacturers, traders, clubs and individuals. The majority are orthodox motor cycles, but the total includes 30 scooters.

At the reunion on Wednesday, Mr. Bourne introduced representatives of the pioneer clubs and instructors including George Brine, now of the Wandsworth Club, who was also the instigator of the reunion. Another particularly notable pioneer was E. A. Lavington, who was one of the original Wimbledon Club instructors when their training model was a round-tank, side-valve, two-speed B.S.A. of 1925 vintage. The machine, which was on view in the foyer of the Town Hall, was given by Eddie Moram whose brother, Sid Moram, one-time mechanic to the famous Bert Le Vack, was present on Wednesday.

After the pioneers had been introduced, the opportunity was taken to present seven proficiency certificates to trainees of the Crystal Palace School who had passed their test on the previous Saturday.

The remainder of the evening was given over to the showing of films including two produced by Ted Lambert of the Victor Horsman organization. In an interval between the films, Mr. Bourne introduced Councillor G. E. Hickmore of the Wandsworth Borough Council, Councillor C. F. Dickson, chairman of the accident prevention committee, and Aubrey A. Thompson, who is responsible for the headquarters organization of the scheme. Councillor Dickson stressed that his committee was anxious to give every encouragement to the training scheme and to any other means of reducing road accidents. He mentioned, in particular, this year's Metropolitan Motor Cyclist of the Year Competition which in Wandsworth was especially successful. His committee intended to sponsor a similar competition in 1959. The council has, in fact, proved most co-operative for some years and the arrangements for the reunion owed much to its efforts.

As mentioned in a leading article on page 773, considerably more than the 11,600-odd certificate holders can be grateful for the tuition gained by attending courses. There were those who received instruction before the issue of certificates in 1948—some in pre-war years—and there are others who, during their course, have passed the M.o.T. test and have not then bothered to take the training-scheme test. At the present time more instructors are urgently required, but if the scheme is to expand materially, financial assistance from the Government is essential. Within the terms of the Road Traffic Act, 1956, the Minister of Transport is empowered to allocate funds for such purposes, and it has been hoped that the R.A.C. could negotiate some sort of agreement on those lines. However, progress was halted during the restriction on Government expenditure in various directions last year and there is no progress to report so far.

As frequently mentioned in our news columns, courses consist of 24 sessions, cost a maximum of £1 16s and are held regularly by clubs in various parts of the country.

At the anniversary reunion —organizer George Brine (extreme right) and Arthur B. Bourne, editorial director, "The Motor Cycle" (by the table) who has introduced pioneer instructors and a group of recently qualified trainees

First to record a clean passage on the fourth section at Butler's Wood was Eric Adcock (249 Dot), seen here during his ride. He won a first-class award.

Manville Mud Bath

Bryan Povey and Frank Darrieulat the Solo and Sidecar Victors

TRADITIONALLY, the main ingredient of the national Manville Cup Trial is mud and plenty of it, but north-east Warwickshire has rarely been in such prime condition as for last Saturday's event. Solo winner, with 16 marks lost, was Bryan Povey (249 Greeves) but in fact he dropped only ten on observation and a further six for lateness at the finish. Losing 21, all on observation, the runner-up was Peter Stirland (346 Royal Enfield). In the sidecar class victory was equally clear cut, with Frank Darrieulat (499 B.S.A.) heading Arthur Pulman (498 Matchless) by 16 marks.

With the well-known Kimberley Hall sections unusable for agricultural reasons, the organizers, Coventry and Warwickshire Club, substituted further stretches of woodland going. Much of the route favoured the earlier starters, with later runners ploughing ever more deeply into the waterloged clay. Serious work started at the very first section, normally innocuous Gospel Oak Lane. This time none was to escape unpenalized and, with one dab each, Povey, John Giles (199 Triumph) and A. J. Knight (499 Royal Enfield sc) tied for top honours.

Mud and ruts made an unpromising entrance to Butler's Wood but beyond the first sub-section the track led to a bumpy, bracken-covered hillside where loops had been taped out. They were not unduly difficult and many of the lesser-known men shared clean sheets with the stars. Yet once a rear wheel had begun to slide there was little that could be done about it; in that way both Brian Martin (249 B.S.A.) and Gordon Jackson (347 A.J.S.) were caught.

There still remained the fourth sub-section, an adverse-camber hairpin out of a grassy ditch. Some dabbed, some footed, some even stopped, and it was not until Eric Adcock (249 Dot) made a superbly controlled slow turn that the first O.K. went into the observer's book; the second—and last—approval mark went to Roy Peplow.

Across open fields lay Dilkes Wood and Bentley's Farm. At both hazards the marks fell like the leaves in autumn with Bentley's fourth sub-section as the main obstacle; there at least three marks went on everyone's score sheet. So as riders hit the road once more and headed for the liquid-mud loop at Chapel Green, Povey was already the established leader with five marks. A close second with eight was Peter Stirland but for the others the totals were soaring. Jeff Smith (499 B.S.A.), for instance, was 14 to the bad while Peplow had dropped 19—ten of them in the mire of Bentley's Farm.

Relatively simple, Kings Farm and Close Wood did not upset the form book. And so to Meriden Shafts, a long lane with plenty of turnings. The first led to a switchback over tree roots and clay, interesting but of little bother. Section 2, however, was a different matter and comprised a dog-leg ditch with a high, tree-root step. Some of the earlier men, including Povey, Stirland, Pat Lamper (348 B.S.A.) and Dave Langstone (347 Ariel), went on their way rejoicing, but the step grew higher as wheels cut through the mud until even Jackson and Smith were halted.

Mancetter Quarry, as usual, ended the day. Excitement came after a dozen or so riders had tackled the rockery, for then the area had to be evacuated while blasting took place. The trial was resumed after the dust had settled.

Manville Cup (best solo).—B. F. Povey (249 Greeves), 16 marks lost. **First M.C.C. Cup** (best sidecar).—F. Darrieulat (499 B.S.A.), 23. **199 c.c.**—W. A. Bell (Cotton), 35. **250 c.c.**—R. S. Peplow (199 Triumph), 22. **350 c.c.**—P. T. Stirland (Royal Enfield), 21. **500 c.c.**—J. V. Smith (B.S.A.), 25.

Best Forces Rider.—Sgt. A. Somerville (347 Matchless), 79. **Newcomer's Award.**—H. H. Rayner (499 B.S.A.), 42. **Best Coventry and Warwickshire Member.**—R. Bull (249 Francis-Barnett), 67. **Passenger Award.**—W. Warner. **Best Club Team.**—Sunbeam Southerners: Stirland, G. L. Jackson (347 A.J.S.) and J. H. Giles (199 Triumph), 69. **Best Army Team.**—6 Veh. Trg. Battn., R.E.M.E. (Bordon), 298.

First-class Awards.—B. W. Martin (249 B.S.A.), Jackson and D. G. Langston (347 Ariel), 23; Giles, 25; S. H. Miller (497 Ariel) 28; R. J. Langston (497 Ariel), 28; J. V. Brittain (346 Royal Enfield) and R. Kearsey (348 B.S.A.), 31; R. Cooper (347 Ariel) and E. Adcock (249 Dot), 33; J. Rees (197 James), 34; A. Pulman (498 Matchless sc), 39; Sgt. P. Green (347 Matchless), 95.

Nightmare!

RAY SAYER, aboard a 199 c.c. Triumph, put up a super show to lose only five marks over three laps of a 10-mile circuit in last Sunday's Williamson's Nightmare Trial. But there was a minor nightmare to follow for Sayer: he had missed one of the 15 sections on the first lap and this brought about a ten-mark debit. But Sayer was still the winner as his total of 15 was still two marks fewer than those of any of the other 43 finishers.

This Darlington Club trial was a regional-restricted affair but, as the East Yorkshire Centre had a major event on the same day, only riders from the Yorkshire and North-Western centres were among the 60 starters. The course was on rough moorland near Catterick over an area where the ground was torn up during tank training.

One of the jolliest sections was a very steep climb on an adverse camber near the end of the circuit. There were no trees to get in the way but there were plenty of roots to aid the camber and send front wheels sliding. The only climbers to keep their feet on the tests on all three laps were Blackie Holden (199 Triumph), Stan Holmes (497 Ariel) and C. J. Ward (347 Ariel).

Halfway round the circuit was a bog and only Sayer and Holden managed it feet-up every time, but by the last lap spinning wheels had found the bottom and many went through without trouble.

Best Performance.—J. R. Sayer (199 Triumph), 15 marks lost. **200 c.c.**—B. Holden (Triumph), 22. **Best Non-export.**—D. Spence (197 Sun), 67. **Best Novice.**—M. Lynch (348 B.S.A.), 109. **Best Darlington Member.**—D. Younghusband (347 Ariel), 17. **Best Darlington Novice.**—J. M. Fisher (197 James), 124.

First-class Awards.—C. J. Ward (347 Ariel), 17; A. J. Clacher (224 Greeves), 25; G. O. McLaughlan (347 A.J.S.), 24; N. S. Holmes (497 Ariel), 27; B. Williams (499 B.S.A.), 47; H. H. Andrew (347 A.J.S.), 51.

West Country Sport

A COURSE which would not have disgraced the British Experts' Trial was used by the Tiverton Club for its Hookway Trophy Trial on the Devon-Somerset border near Dulverton on Sunday. Though consisting of two laps of a circuit only five miles in length, the course proved to be a stumbling block to everyone. Two sections, aptly named Rock and Roll and Stoney Path, were real stoppers. They are on a gradient of 1 in 5 and are overflow water tracks from neighbouring hills. Although they were dry, there were pits in them deep enough to take a machine.

The winner, W. H. Martin (201 James) dropped 11 marks in the two sections, the second of which had to be cut out on the final lap because it became almost unclimbable. Another section, set in a fast-flowing river with a rocky bed, resulted in some loss of marks—yes, by the best riders in the entry, too. But even that wetness failed to damp enthusiasm.

Hookway Trophy.—W. H. Martin (201 James), 34 marks lost. **Runner-up.**—R. J. Partridge (197 D.M.W.), 36. **Under 200 c.c.**—D. A. Webber (197 James), 41. **Over 200 c.c.**—S. J. Bee (249 Greeves), 39. **Best Novice.**—M. G. Bowden (197 Dot), 82.

First-class Awards.—A. J. Leigh (490 Norton), 40; R. J. Wooldridge (199 Triumph), 44; I. Pridham (197 James) and A. K. Willicott (201 James), 48.

Shield Won

Stratford Club Victors in Group-trial Contest

THROUGHOUT the present season the Midland Centre Group Trial series has been enlivened by a struggle for ascendency between the Stratford and Kings Norton clubs. In the final trial of the series run by the Pyramid Club in the Wenlock Edge area on Sunday, Kings Norton began the day 17 points in arrear. An all-out team effort under the captaincy of Roy Cope (497 Ariel) gave Kings Norton victory in the trial by 14 points and so Stratford are the 1958 winners by the close margin of three points.

Best Solo.—J. V. Brittain (346 Royal Enfield), 2 marks lost (brake test figure 4,290). **Runner-up.**—S. H. Miller (497 Ariel), 2 (4,350). **Best Sidecar.**—A. J. Knight (499 Royal Enfield), 61. **Passenger Award.**—A. Hill.

Best Club.—Kings Norton, 527 points. **Runners-up.**—Stratford on Avon, 513. **Rally Shield** (best club in series).—Stratford on Avon, 4,246 points. **Runners-up.**—Kings Norton, 4,243.

Stirland's Eighth

RIDING in his eighth Southern Centre trial this year, Peter Stirland (346 Royal Enfield) scored his eighth victory on Sunday—and by a margin of eight marks. It was in the Priory Trophy Trial organized by the X.H.G. Tigers Club at Lyscombe, near Dorchester, and an entry of 106 solos and six sidecars did justice to an excellent course. The tenth observed section, sub-divided into five and marked on the 5-4-3-2-1-0 system (as featured in the national Red Rose Trial each year) was conquered only eight times in all. On both laps, clean climbs were recorded by Stirland and John Jackson (197 Greeves).

Best Solo.—P. T. Stirland (346 Royal Enfield), 14 marks lost. **Best Sidecar.**—J. B. Callander (497 Ariel), 30. **250 c.c.**—R. G. Edwards (197 Norman), 22. **350 c.c.**—J. Poate (Royal Enfield) 46. **500 c.c.**—D. J. Rickman (B.S.A.), 51. **X.H.G. Club Cup.**—D. Smallshaw (197 Smallshaw), 29. **Intermediate Award.**—I. R. Lenton (197 Greeves), 66. **Novice Award.**—E. O. Stroud (199 Triumph), 90. **Team Prize.**—Southampton: Edwards, R. E. Russell (499 B.S.A.) and Jackson (197 Greeves), 151.

First-class Awards.—G. A. Greenland (199 Triumph), 31; G. E. Kirby (197 Norman), 38; M. Jackson (197 Greeves), 40; J. W. Willshire (197 Francis-Barnett), 43; R. W. Pullinger (498 Triumph), 52; R. Downton (197 Norman), 57.

TV Scramble

ARMY motor-cycle instructor Arthur Lampkin (499 B.S.A.) again proved himself master of the mud at last Sunday's scramble run by the West Leeds Club at Post Hill on the outskirts of Leeds. Conditions were shocking, with the rock slabs on the freak climb almost as slippery as ice and the deep mud on the downhill return track equally guilty of causing numerous spills. Lampkin, however, was in his element.

250 c.c. Race.—1, J. Tye (199 Triumph); 2, R. Tate (197 Francis-Barnett); 3, A. Clough (Dot). **Unlimited c.c. Race.**—1, A. J. Lampkin (499 B.S.A.); 2, P. Fletcher (499 B.S.A.); 3, D. Butterworth (499 B.S.A.).

Special 250 c.c. Race.—1, Clough; 2, Tye; 3, M. Heath (197 Greeves). **500 c.c. Race.**—1, Lampkin; 2, Fletcher; 3, J. Burton (B.S.A.).

Men of Kent

A NEW regional-restricted event took place last Sunday—the solos-only Man of Kent Trial organized by the Tenterden Club at Woodchurch. Open to three centres, the trial attracted 142 entries from the South-Eastern Centre, four from the Eastern Centre and none from the Southern Centre. Thirty-five observed sections were included, the majority so difficult that even Gordon Jackson (347 A.J.S.) dropped 56 marks in a ride which, nevertheless, put him seven marks ahead of anyone else.

Premier Award.—G. L. Jackson (346 A.J.S.), 56 marks lost. **Best 250 c.c.**—I. A. Hiller (197 Greeves), 75. **Best 350 c.c.**—M. J. Waller (Matchless), 65. **Best 500 c.c.**—A. R. Hayward (A.J.S.), 63. **Best Novice.**—L. J. Mitchell (497 Ariel), 97.

First-class Awards.—1, G. W. Beamish (347 A.J.S.), 68; 2, G. Bartlett (499 B.S.A.), 69; 3, C. H. Clarton (347 A.J.S.), 75; 4, N. C. R. Lee (490 Norton), 77; 5, W. J. Mills (497 Ariel), 80; 6, G. Hagger (498 A.J.S.), 84; 7, M. G. Lynch (498 Triumph), 88; 8, R. Langstone (346 Royal Enfield), 88; 9, P. French (347 Matchless), 93; 10, T. M. Hart (197 Francis-Barnett), 94; 11, J. Vince (346 Royal Enfield) and P. C. Wilson (346 Royal Enfield), 95; 13, P. W. Baker (197 Special) and D. V. Morley (197 Francis-Barnett), 96.

SPORTS NEWS

Another C15

RESULTING FROM the outstanding performance of the prototype two-fifty B.S.A. C15 Star trials model used by Brian Martin in recent weeks, a similar machine is being prepared for Jeff Smith. If all goes according to plan its first outing will be in the Southern Experts' Trial at Pembury, Kent, on Sunday week.

Chadwick Sails

GOOD NEWS of Dave Chadwick: his South African racing tour is on again after all. As reported in "Sports News" two weeks ago, he had to cancel his plans for an overland trip when he was refused permission to cross French territory in North Africa. But he leaves England today by sea, taking a three-fifty Manx Norton. He would like to have taken an MV Agusta lightweight or two as well but the sailing arrangements were made too hurriedly for Ron Harris to be able to get any prepared. Chadwick is due at Capetown on Christmas Day and disembarks finally at Port Elizabeth two days later—just in time to start practising for the P.E. "200" which takes place on January 1. He plans to return to England early next spring.

50 c.c. Scrambler

CREATING wide interest at the Press Trial last Sunday was a souped-up 50 c.c. Avanti-K model Victoria. The souping up had been done by Jack Stocker, who claims a top speed of over 40 m.p.h. Total weight is 107 lb. Tyre sizes are 2.25 × 19in front and 2.75 × 19in rear. Gear ratios are 55, 33 and 22 to 1! This lively little machine, together with four others similarly prepared, will be ridden in the Three Musketeers Trial next month by scramblers John Avery, André Baldet and Chris Clarke, by veteran trials rider Karl Pugh and by ex-speedway star Jim Boyd. Stocker would himself have competed in the "Musketeers"—but he is clerk of the course. Jack admits that he has included many observed sections which will be more than a match for the Victorias—but their presence in the trial should add to the fun. Next year, if Jack has his way, there will be a class for 50 c.c. machines in several scrambles in the Reading area. He had already tried one of the Victorias on the Maidenhead Club's circuit near Waltham St. Lawrence and he maintains that, given the right conditions, it could hold its own with a two-fifty.

WHAT MAY WELL constitute a world's record entry—276—has been achieved by the Witley Club for its Boxing Day Scramble at Tunnel Hill, Pirbright, Surrey.

ENTRIES for the Chester Club's Northern Experts' Trial, to be held on Saturday, have closed with a total of 29 solos and four sidecars. The event will be held over a new course in North Wales. The start is from the Red Dragon Filling Station, Saltney, Chester, on the Chester-Mold Road, A55, approximately 2 miles from Chester, at 11 a.m.

AS THE RESULT of a win in the first leg of the inter-group competition, the North Kent Trials Combine is at present leading the East Kent Trials Combine. For the competition, which was run in conjunction with the Bromley Club's Campbell Cup Trial last September, E.K.T.C. experts put up a better performance than their opposite numbers from the N.K.T.C. In the novice class the reverse was the case. Teams consist of 12 experts and six novices from each combine. The second leg will be run in conjunction with the Ashford (Kent) Club's Dunlop Trophy Trial on January 18.

THE LISTS FOR THE Lightweight and Junior races of the North Hants Club's Southern Scott Scramble at Tweseldown on Sunday were over-subscribed and had to be limited to 60 and 30 respectively. In view of the number of senior entries received—there are 42—it has been decided to run heats instead of straight races. Among the famous riders taking part are Les Archer (with the new Norton described on page 797), Dave Curtis, Jim Sheehan, Tony White, Ken Heanes, John Stallard, Brian Leask and the Rickman and Sharp brothers. Racing begins at 11 a.m. Admission is free. Parking charges are 2s 6d for motor cycles and sidecars and 5s for cars.

At the Press Trial last Sunday Jack Stocker warms up the 50 c.c. Victoria Avanti-K model discussed in the paragraph entitled "50 c.c. Scrambler." Bottom gear is 55 to 1!

More Wanted

Roads Federation Seeks Information on Forward Policy

TO coincide with the opening of Britain's first motorway last Friday, the British Road Federation has asked the Chancellor of the Exchequer to provide more money to speed road modernization generally. A memorandum has been sent to the Chancellor asking for an early announcement of the next part of the Government's road programme. Evidence suggests that the current programme needs to be expanded by at least three times its present size.

Of the £240 million authorized to cover the four years 1958 to 1962 it is likely that £100 million will be spent in the first year, leaving only £140 million for the remaining three years. Spectacular results so far achieved cannot hide the fact that the scale of expenditure is still far too low in relation to the problem. It is calculated that the various losses entailed by delay on the roads are costing the nation about £500 million a year and that the cost increases at double the rate of traffic growth. Improvements to existing roads and additional motorways designed to accommodate the foreseeable traffic volume will cost £3,500 million.

Camera Evidence

IN commenting on the announcement that Scotland Yard is to equip patrol cars with cameras, the Automobile Association says that camera evidence is "absolutely unreliable" and that its use in the courts will be strongly resisted. Utterly misleading impressions can be given when photographs are taken of one moving vehicle from another.

The statement goes on to say: "The confidence of drivers in the police depends on their being sure of getting a fair deal. We feel that this confidence will be seriously shaken by the Yard's announcement. In our view this is a great mistake. The Association and motorists generally have no sympathy with those who drive carelessly or dangerously but experience shows that such offenders can be dealt with effectively by the conventional and long established methods of enforcing the law."

Fog Tips

LAST weekend, since writing my paragraph entitled "Fog Technique," I have been forced to cover many miles over fog-bound roads (writes "Nitor"). One spot of advice I would pass on without delay: even in daylight one should, whenever possible, ride with the dipped beam of one's headlamp in use. Pilot bulbs—and the side lights of cars and lorries—are quite inadequate to be seen by oncoming drivers.

Of course, if the fog is really thick, a bright, white light throws up a wall of reflection that blinds the rider or driver—in that case the only solution is a yellow or amber disc on the lamp to cut down the glare. But for much of my riding recently the fog has not been so bad that the dipped beam, without a disc, could not be used. For safety it is as important to be seen by others as to be able to see oneself.

The second point I would stress is that the recent fogs seem to have been particularly hard on chromium plating and enamel. The deposit has been quite sticky and, of course, corrosive. My tip is to wash off the deposit with warm (but not hot) soapy water and to rub over the plating twice a week if possible.

The uphill, 100 m.p.h. left-hand kink in the T.T. course between Hillberry and Cronk-ny-Mona has been partially resurfaced and slightly widened. Though riders will be glad of any smoothing of the surface, the alterations will make no difference to the speeds of top-class men—who take the bend on full throttle anyway

Next Week

THE TECHNIQUE of riding in fog will be the theme of Vic Willoughby's rider-to-rider article next week. Other down-to-earth, practical features will include a description of how to put up new registration numbers—neatly and with the minimum trouble—and a selection of riders' problems dealt with by the Technical Information Editor. Another special article will be by David Dixon, who tells in vivid style just why he enjoys grass-tracking.

VESPAS can now be obtained under hire-purchase terms that include tax and insurance. They are treated in the same way as extras, whereby an additional £1 deposit is required for every £5 or part of £5 worth of extras bought at the same time as the scooter.

LATEST newcomer to the ranks of motor-cycle traders is road racer Peter Middleton. His premises are at 18, High Street, Heckmondwike, Yorks. Middleton, it may be recalled, was kept out of the Manx Grand Prix this year as the result of a practice spill.

A NEW scooter hire service (available also to holders of provisional licences) has started in Leeds. A 125 c.c. Vespa may be hired for 15s a day, 35s for a weekend and £4 15s a week; the figures include insurance. There is no additional mileage charge. The hire company is Dransfield Motors, Ltd., 63, Saville Street.

BECAUSE of the earlier press schedules made necessary by the Christmas holiday, club secretaries should note that, for the issues dated December 25 and January 1, details of fixtures for publication in Club News are required earlier than usual. For the Christmas Number they should be in "The Clubman's" hands by next Tuesday, and for the January issue by Tuesday, December 23.

ALL vehicle licences expire on December 31. Renewal may be effected on and after Wednesday next December 17, at local taxation offices (by post or personal application) or at principal post offices (personal application only) in the area of the council with which the machine is currently registered. Application forms (R.F. 1A) are obtainable from money order post offices. When completed, the form must be accompanied by the registration book, insurance certificate and necessary remittance. For post office application the old licence must also be produced and renewal can be effected only if there is to be no change in the type and period of licence and in the duty payable. If there has been a change of ownership or registration particulars since the last licence was issued, application must be made to the local taxation office and form R.F. 1/2 used.

READERS' CORNER.—*Experiences Wanted.*—E. J. A. (Cove): riding from Land's End to John o' Groats in under 24 hours.

WINNERS of the Redditch Club's fifth annual amateur photographic competition are to be announced at 8 p.m. this evening (Thursday) at the White Hart, Headless Cross, Redditch. All motor cyclists are welcome.

TRAINING SCHEME.—Next course for learners under the R.A.C.-A.C.U. Training Scheme organized by the East Acton Club starts on Thursday, January 8. Applications for places should be sent to D. G. Schwartz, 112, Lancaster Road, London, W.11.

FURTHER film shows are to be held at Lambeth Town Hall, Brixton Hill, London, S.W.2, by the Epping Forest Motorsport Association. The first takes place on December 29 and the second on January 1; both programmes will begin at 7 p.m. Films to be shown include "Pioneers of Progress"—a Mercedes epic—"Dutch Grand Prix 1958" (the car one) and the (motor cycle) "Ulster Grand Prix 1955." Programme tickets (including reserved seat) are available price 5s each from Stephen J. N. Wright, 203, High Road, Loughton, Essex; application should state the preferred date and be accompanied by a 3d stamp.

DURING the next few years there will be a tremendous growth in the use of electronic computers and calculators, punched card machinery and other automatic aids to management and administration. Hitherto there has been no single source of information covering the whole range of these modern tools of management and their application. To meet the need, *Data Processing* is being published quarterly and the first issue will appear in January. The price per issue is £1 5s, and the annual subscription rate, £4 ($12 in U.S.A. and Canada). Subscriptions should be sent to Iliffe and Sons, Ltd., Dorset House, Stamford Street, London, S.E.1.

A TRAINING school for dealers' mechanics in the maintenance of N.S.U.s is announced. Lecture and administration rooms have been set up in Hammersmith, London, and the school will operate under the direction of Douglas L. M. Milner, A.I.M.I., who was previously chief engineer of the R.A.C. and for some years a designer in the David Brown group. Application forms may be obtained from the chief instructor, N.S.U. Technical School, N.S.U. (Great Britain), Ltd., King Street, Hammersmith, London, W.6. A further item of N.S.U. news is that R. F. Stradling, previously with the Elswick-Hopper Cycle and Motor Co., Ltd., has been appointed home sales manager.

CLUB NEWS

ALPERTON and Wembley.—December 12 Quiz (Swan, 8.30). 14: Penn Trial (Ace, 10). **A.M.C. Owners** (Bristol).—December 11: Film show (Rising Sun, 7.15). (Essex).—December 11: Film show (H.Q.). (South Eastern).—December 14: Combine trial (Normandy). 16: Christmas party (Boileau Hotel, Hammersmith). **Avon Valley.**—December 17: Film show (H.Q., 7.30).

Barnet.—December 11: Quarterly general meeting (H.Q., 8.15). 13: Dance (Assembly Hall, Union Street). **Batley.**—December 11: Christmas draw **B.M.W.**—December 11: Slide show (H.Q., 8). **Broughton and Bretton.**—December 11: Indoor trial (H.Q., 7.30).

Central Leeds.—December 12: Dinner (Star and Garter, Kirkstall, 5). 14: South Leeds film show (Lyceum, Cardigan Road, 7.30). 17: Dunlop film show (H.Q., 7.45). **Chiltern 50.**—December 17: Tramp supper (H.Q., 7.30).

Derby Phoenix.—December 13: Working party (scrambles course, 10.30). 14: Scramble (Kniveton, near Ashbourne, noon). 15: Business meeting (Osmaston Park Hotel, 8). **Devonport.**—December 14: Holly gathering (Coypool, 2). **Dittons.**—December 11: Film show (Anglers, 8). 14: T.V.T.C. trial (Hampton Court, 9.30).

East Acton.—December 11: Trial (marshals meet Duke of York, 8.30). 17: Christmas party (Duke of York, 8). **Ford.**—December 14: Rochester (Reg Smith's, 10.30). 17: Christmas party (H.Q., 8). **Grove Park.**—December 12: Dinner and dance. 14: Group trial (Green Man, 10).

Halstead.—December 13: Dinner and dance. **Hanwell.**—December 11: Quiz (H.Q., 8). **Hillingdon and Uxbridge.**—December 12: Dinner and dance (Master Robert, 7.30). **Ilford.**—December 16: Natter night (Dr. Johnson, 8). **Kings Lynn.**—December 15: Racing discussion (H.Q., 8). Date fixed for the Hunstanton Scooter Rally is September 13, 1959. **Kings Norton.**—December 12: Dinner and presentation (Blue Gates).

L.E. Velo (London).—December 14: Run (Apex Corner, 10.30). (Merseyside).—December 16: Meeting (1, Hurlingham Road, off Walton Hall Avenue, 7.30) (Midland).—December 14: Run (Liverage Hill Cafe, 2). **Lea Bridge.**—December 14: Competition run. 17: Film show (H.Q., 8.30). **Leatherhead.**—December 11: Club night (H.Q., 8). **Leavesden.**—December 15: Slide show (H.Q., 8). **Liverpool Imperial.**—December 16: Natter night (H.Q., 8.30). **London Douglas.**—December 12: "Con Rod" night (H.Q., 8). 14: Combine event. Among those presented with awards at the annual dinner on November 22 was E. Woodcraft who received the A.C.U. Road-safety badge. Nearly 120 members and guests attended and speeches were made by G. D. Brown, the president, D. F. Parr, secretary, and Les Howell of the Rudge Enthusiasts' Club. **London Ladies.**—December 14: run (Napier Arms, Woodford, 11). **London Scooter.**—December 14: Turnville Heath (Blue Cockatoo, 9.45 and Henlys' Corner, 10.15). (Airport section).—December 16: Club night. **London Touring.**—December 12: Christmas get-together (H.Q., 8).

Manchester Ace.—December 13: Dinner (Southern Hotel, Chorlton, 6). 14: Run (Great Bridgewater Street, 10.30). 15: A.G.M. (H.Q., 7.30). **Manchester Vagabond.**—December 17: Record night (Ladybarn House, 8.30). **Manor.**—December 14: Run (H.Q., 9.30). 15: Photographic competition (8.30). **Mohawk.**—December 12: Club night (8). **Mont' Christie.**—December 17: Film show (Woodbine, 8).

Newington Rovers.—Secretary: S. Hodgson, 37, Stoke Newington Road, London, N.16. **Norwood.**—December 14: T.V.T.C. trial (What 'O, 9). 17: Fancy dress party. **Nottingham.**—December 14: Observers' run (Leapool, 10). 17: A "do" (H.Q., 8). **Nottingham Tornado.**—December 14: Mermaid Inn (Beechdale Hotel, 10.45). 17: Christmas party (H.Q., 8).

Pennine Range.—December 14: Aysgarth Falls (Conservative Club, 10.30). **Peterborough Combination.**—A special thanksgiving service for motor cyclists is to be held at 3 p.m. on December 28 at the new church, Central Avenue, Dogsthorpe; all riders and drivers are cordially welcome. **Plymouth Touring.**—December 11: Assines (H.Q., 7.30). 14: Holly run (Morley Arms, 2). **Potteries Clarion.**—December 16: Dinner, dance and awards presentation (Trentham Hotel, Stoke on Trent, 7.30).

Reading All-scooter.—December 16: Club night (River Club, 8). **Royal Enfield Owners.**—At the Show dinner on November 22, 51 members met at the London Casino and afterwards dined at Glendower Hotel, South Kensington. **Ruislip.**—December 16: Christmas social and draw (H.Q., 3).

St. Albans.—December 16: Photographic competition (Camp Hotel, 8). **Scott Owners.**—December 13: Club night (Red Lion, Whitehall). **Slough.**—December 11: Meeting (41, Albert Street, 8). **Somerton.**—December 12: Skittles with Broadhembury Club (Five Dials, Horton, near Ilminster, 8). 16: Meeting (Red Lion, 8).

IMPORTANT EVENTS

Saturday, December 13.—Wicklow: Irish Experts' Trial, Glencree Fork, 1.30 p.m. **Hampshire:** National Hoad Trophies Trial, Hog's Lodge, between Horndean and Petersfield on the Portsmouth Road (A3), 10.30 a.m.

Sunday, December 14.—Dorsetshire: Dick Farquharson Trial, Coombe Motors, one mile from Shaftesbury on the main Salisbury road, 11 a.m. **Hampshire:** Southern Scott Scramble, Tweseldown Race Course, Crookham, near Aldershot, 11 a.m. Francis Beart Trial, Deer's Hut, Liphook, 10.30 a.m. **Cheshire:** Northern Experts' Trial, Red Dragon Filling Station, Saltney, on the Chester-Mold road (A55) approximately two miles from Chester, 11 a.m. **Cornwall:** King's of Oxford Trial, St. Neot, near Liskeard, 11 a.m. **Yorkshire:** Trial, Thirlby, Thirsk, 10.30 a.m. **Berkshire:** Jack o' Newbury Trial, The Lamb, Long Lane, Hermitage, on the Newbury-Hermitage road about three miles from Newbury, 11 a.m. **Buckinghamshire:** Penn Trophy Trial, The Squirrel, Penn Street, three miles west of Amersham, 11 a.m. **Somerset:** Edwards Trial, Holman Clavel Inn, Culmhead, Taunton, 12.15 p.m. **Kent:** Clifton Trial, Bull Hotel, Birchwood, near Swanley, 10.30 a.m. **Glamorganshire:** Trial, White Lion Hotel, Bedford Road, Cefn Cribbwr, near Bridgend, 11 a.m. **Flint:** December Trial, Antelope Hotel, Rhydymwyn, 11 a.m. **Gloucestershire:** Members' Cup Trial, Green Lane, Stow Road, three miles from Cirencester on the Northleach road (A429), 10.30 a.m.

Sunday, December 21.—Kent: Southern Experts' Trial, Pembury, three miles south-east of Tonbridge, 10 a.m. **Yorkshire:** Scramble, Bentley Springs, 1.15 p.m. **Devonshire:** Christmas Trial, Kingsbridge Road Hotel, Wrangaton, on the main Exeter road, 11 a.m. **Lancashire:** Trial, Dunham Hill Service Station, Dunham Hill, on the Warrington-Chester road (A56), 11 a.m. **Buckinghamshire:** Home Guard Cup Trial, The Squirrel, Penn Street, three miles west of Amersham, 10.30 a.m. **Essex:** Trial, White Horse, Norton Heath, near Ingatestone, on the Ongar-Chelmsford road (A122), 11 a.m.

South Liverpool.—December 14: Run, English Electric, 10). **Southampton Vikings.**—December 12: A.G.M. (H.Q., 8). 13: Hoad Trophies Trial (Fleming Arms, 9). **Southern Sporting.**—December 14: Star Group trial (Claremont Café, Staines, 8.45). **Southern Triumph Riders.**—December 12: Film show (H.Q., 8). **Stevenston.**—Secretary: J. MacKenzie, 10, Paisley Street, Ardrossan, Ayrshire. **Surrey Sidecar.**—December 13: Children's party (Hand in Hand, Box Hill, 3). 14: Francis Beart Trial (Esher traffic lights, 9.30). 17: Tombola (Hand in Hand, 8).

Tenterden.—December 14. E.K.T.C. event (Chequers Inn, Doddington, 11 a.m.). **Tigers** (Grays).—Secretary: C. Morrison, 34, St. George's Avenue, Grays, Essex. **Triumph Owners** (Coventry).—A new branch has been established in the Coventry and Rugby area and Triumph riders are invited to write Bart Hotel, Much Park Street, Coventry, on Tuesdays at 8 p.m. (Epping Forest).—December 13: Christmas party (H.Q., 7). 16: Maintenance talk (H.Q., 7.30). (Leicester).—December 14: Charnwood Forest (Granby Hall, 2). 17: Fancy dress competition (Bedford Hotel, 7.30). (North London).—December 12: Games (H.Q., 8). 14: Run (Glanfield's, 10). (North West London).—December 14: Rottingdean (L.E.F., 9). 16: Slide show (H.Q., 7.30). (West Middlesex).—December 12: Meeting at new H.Q. (Royal Air Force Association's Albatross Club, Church Road, Ashford, 8.30); Triumph riders in the area are welcome. 13: Dinner and dance (H.Q., 7.30). 14: Run (H.Q., 11). (Wolverhampton).—December 15: Beetle drive (H.Q., 8).

Vagabonds.—December 15: Club night (Bull's Head, Turnford). **Velocette Owners.**—It is proposed to form a branch in North London; Velocette riders are asked to write to C. E. Turner, 12a, Kingsway Parade, Barkingside, Ilford, Essex. **Vincent H.R.D. Owners** (Aldershot).—December 16: Club night (King's Head). (Derby).—December 11: Club night (Osmaston Park Hotel). (East Midland).—December 12: Club night (Fox Hotel, Baxter Gate, Loughborough). (Mansfield).—December 11: Club night (William IV). (Oxford).—December 12: Club night (Chequers, Horspath). (South London).—December 12: Bring-and-buy sale (T.A. H.Q., Catford). (Surrey).—December 16: Club night (Hand in Hand, Box Hill). (West London).—December 15: Club night (Ickenham Community Centre).

Wakefield.—Thick fog on November 26 failed to stop over 200 members and guests attending the annual dinner. Allan Jefferies was the first speaker and, as chairman of the A.C.U. Benevolent Fund, he praised the club for its contribution of nearly £300 during the past year. He also said that Denis Parkinson had been secretary ever since the club's formation in 1934. Everyone was pleased to see Ken Patrick present after his serious crash in this year's Manx G.P. practising. Among the guests were the Mayor and Mayoress of Wakefield, the Chief Constable of Wakefield and many TV, A.C.U., trade and sporting personalities. **Waterloo.**—December 16: Christmas party (5, Church Road, 8). **Watling Association.**—December 14: Holly run (Queen of Hearts, 10). **West Essex.**—December 14: Run (Cave, 9.30). 15: Games (H.Q., 8). 17: Christmas dance (Roebuck Hotel, Buckhurst Hill, 8). **West Leeds.**—December 11: Business meeting (H.Q., 8). 12: Horsforth Club's dance (Broadway Hall, Horsforth; tickets, 3s 6d, from the secretary). 14: Film show (Lyceum, Cardigan Road, 7.30). **West London.**—December 11: Bi-monthly meeting (H.Q., 8).

West Middlesex Amateur.—December 12: *Daily Mirror* visit (Rolls Buildings, 9.30). The Rest Hotel, Kenton, was again the venue for the annual dinner and dance, 33rd of the series. Attendance was a record at 115. The toast to the club was proposed by Alan Baker of *The Motor Cycle*. The awards were presented by the president's wife, Mrs. B. S. Allen, after which Tommy Scott and his band kept everyone very active until midnight. **Weybridge.**—December 14: T.V.T.C. trial (Woking six crossroads, 9). 16: Club night (H.Q., 8). **Wirral Hundred.**—At the A.G.M. on November 28 all senior officials were re-elected. Secretary: R. M. Craig, 1, Brookhurst Cottage, Allport Road, Bromborough. **Wolves.**—Secretary: D. C. Petterson, 115, Worcester Crescent, Woodford Green, Essex.

Wood Green.—December 14: Holly run (Alexandra Palace, 10.30). Some 140 members and guests attended the 34th annual dinner at Southgate on November 21. In proposing the health of the president, L. E. Watts said how pleased he was to see founder members present and went on to recall the early days of the club's famous Beggars' Roost Trial which began as a long-distance road event starting in north London. He also referred to the club's new 24-hour Roadcraft Tour. Replying, the president, E. J. Anderton, J.P., mentioned that as a member of the bench he was extremely pleased to note the improvement in the standard of riding by motor cyclists during the past few years. During the presentation of awards the club received an array of cups from Bill Slocombe for the Roadcraft Tour. **Woolwich.**—December 11: Tombola (H.Q., 8). 14: Holly run (Royal Hotel, 2). **Worthing Eagle.**—December 11: Table tennis (H.Q., 8).

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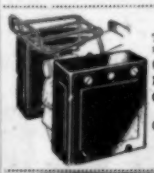

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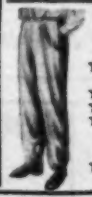

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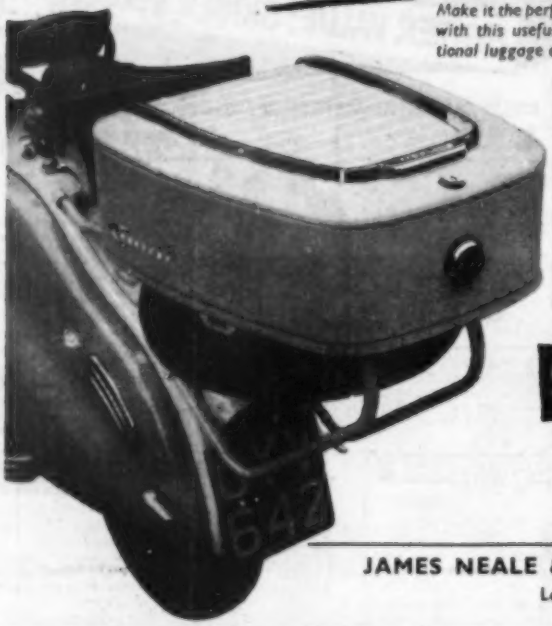

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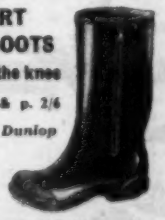

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WHITBYS OF ACTON.—New models in stock; exchanges, h.p., spares.—263-273, Acton Vale, London, W.3. She. 5355 (Showroom); She. 6785 (Spares). [C1128/R

A.J.S. WANTED

GEORGE CLARKE pay most for A.J.S.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019

ROWLAND SMITH'S, the A.J.S. buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R

PRIDE & CLARKE.—Bigges demand, highest prices.—158, Stockwell Rd., S.W.9. Tel. Brixton 6251. [W1098/R

CLAUDE RYE urgently require all models; get our price first! H.p. accounts settled, we pay carriage.—695-921, Fulham Rd., S.W.6. Hen. 6174. [W1105/R

A.J.S. SPARE PARTS

JOE FRANCIS MOTORS, Ltd.—100% A.J.S. spares.

C.O.D. and exchange service.

340 Footscray Rd., New Eltham, S.E.9. Eltham 1973 [0171/R

1500 SUPERB BARGAINS

from 1/10th DEPOSIT — WITH UP TO 36 MONTHS TO PAY

Here's the largest and most comprehensive selection of used guaranteed bargains in Great Britain—Mopeds—Scooters—Lightweights—Singles and Twins—Solos and Combinations. We have them all at prices to suit every pocket.

Ownership is made easy by our famous PAY AS YOU RIDE PLAN. 3rd Party, Fire and Theft Insurance ONLY required.

Exchanges—we willingly accept any make or model, and where more if the allowance exceeds the deposit required we refund the difference in cash.

Every machine marked clearly with its price.

Study this small selection from our huge stocks then call and judge for yourself.

MOPEDS
£4 DEPOSIT—24 MONTHS TO PAY

Cash Price			Deposit	24 Payments	
£26	10	Mobylette, '57, 49 c.c. Motor Moped	£4	£1	1 1
£29	10	S.E.U., '56, 49 c.c. 2-speed "Quality"	£4	£1	5 3
£35	10	Mobylette, '56, 49 c.c. Auto Clutch	£4	£1	9 5
£39	10	Phillips, '57, 49 c.c. Gearbox	£4	£1	12 [illegible]
£39	10	Motyamite, '57, 49 c.c. Auto Gears	£4	£1	12 [illegible]
£44	10	Hesket, '56, 49 c.c. Paris Sportsman	£4	£1	15 [illegible]

SCOOTERS
FROM £10 DEPOSIT—UP TO 36 MONTHS TO PAY

£79	10	Phoenix, '57, 150 c.c. Villiers de luxe	£8	£3	12 7
£89	10	Lambretta, '56, 150 c.c. LDB de luxe	£9	£4	1 9
£89	10	Vespa, '57, 125 c.c. Pillion screen	£9	£4	1 9
£89	10	Terrot, '57, 125 c.c. 4-speed Exchange	£9	£4	1 9
£99	10	Lambretta, '57, LDB, pillion	£10	£4	11 1
£99	10	Bella, '55, 150 c.c. de luxe model	£10	£4	11 1
£109	10	Pegaso, '57, 200 c.c. Super Scooter	£11	£5	0 2
£119	10	Lambretta, '57, 150 c.c. Mk. III de luxe	£12	£5	0 4
£119	10	S.S.U., '57, 150 c.c. Prince, screen	£12	£5	0 4
£119	10	D.K.W., '58, 150 c.c. Villiers Dove	£12	£5	0 4
£119	10	TWN, '56, 200 c.c. Contessa, self-starter	£12	£5	0 4
£129	10	Lambretta, '55, Mk. III de luxe	£13	£5	13 6
£149	10	Vespa, '56, 150 c.c. Gran Sport	£15	£6	18 9
£150	10	Mainlinta, '57, 277 c.c. Sport Scooter	£16	£7	5 11

SOLOS
£5 DEPOSIT—24 PAYMENTS OF £2/6/-

		Cash Price
James, '55, 98 c.c. Villiers s/arm, exp.		£40 10
S.S.A., '55, 150 c.c. Bantam Major, exp.		£49 10
Norton, '49, 500 c.c. O.H.V. Model 22S2, exp.		£46 10

CONTINUED

PRIDE & CLARKE LTD
158, STOCKWELL ROAD, LONDON, S.W.9
Phone: BRI. 6251 • Grams: PRICLARKE, LONDON
Hours of Business: 9 a.m. to 6.0 p.m. Wednesdays 1 p.m.

PRESS NOTICE

THE MOTOR CYCLE
CLASSIFIED ADVERTISEMENTS
For the issue dated
DECEMBER 25th
will close for press
1st POST WEDNESDAY
DECEMBER 17th

A.J.S. SPARE PARTS

100% service c.o.d. and trade.—E. R. Fisher Motors, Ltd., Bath Rd., Hounslow, Middx. Hounslow 1852. [81163

CLAUDE RYE Ltd., A.J.S. spares specialists, post-war and W.D.—695-921, Fulham Rd., S.W.6. Renown 6174. [81105

GUS KUHN.—Genuine A.J.S. spares stockists, 275, Clapham Rd., S.W.9. Brixton 5604 and 9435. Prompt c.o.d. by return service. [0133/R

MARBLE ARCH MOTOR SUPPLIES, Ltd., Camberwell Green.—A.J.S. and Burman spares and service; rapid c.o.d.—Rodney 2181 [0262/R

KAYS OF EALING.—The A.J.S. spare parts stockists. Trade supplied; quotations or c.o.d. by return.—8-10, Bond St., Ealing, W.5. Eal. 2597. [81075/R

PUTNEY AUTOS.—Genuine spares for post-war models; also genuine Burman gear box spares; 24-hour c.o.d. service.—263, Putney Bridge Rd., S.W.15. Putney 6887. [81158/R

C.O.D. and service units, £10,000 spares in stock.—Rapids, 64-74, Godstone Rd., Whyteleafe, Surrey. Upl. 0895; and 259-269, Haydons Rd., Wimbledon, S.W.19. Cherrywood 5202-5. [81162/R

GODFREYS, Ltd.—A.J.S. and Burman spares stockists, c.o.d.—226-234, London Rd., Croydon. Cro. 3641-5; 208-210, Gt. Portland St., W.1. Lan. 4632-4; 418, Romford Rd., Forest Gate, E.7. Gra. 1284-5; 220, Barking Rd., E. Ham. Gra. 8089; 94-96, High Rd., Tottenham. Sta. 5056. [81052/R

AMBASSADOR

AMBASSADOR.—Manufactured by Ambassador Motor Cycles, Ltd., Ascot, Berks. Tel. Winkfield Row 3153-5. [0096/R

GODFREYS, Ltd.—Ambassador dealers all depots—see display advert. [C1052/R

GIFFS OF SOUTH HARROW for new Ambassadors; terms, exchanges.—568, Northolt Rd. Byron 2484. [C1053/R

IMMEDIATE delivery of Ambassadors.—F. W. Clark, 560-562, London Rd., Thornton Heath. Tel. Tho. 4967. [C1165/R

CLAUDE RYE for your 1959 Ambassador, including the super "S," immediate h.p.; ride away in 10 mins.—695-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R

COMERFORDS for Ambassador, new and second-hand; 1,000 machines in stock; send for lists.—Portsmouth Rd., Thames Ditton. Emb. 5531 (6 lines). [C1006

ARIEL

A

WHITBYS OF ACTON.—Biggest dealers in the Home Counties for Ariels; immediate delivery; h.p.; exchanges.—273, Acton Vale, London, W.3. She. 5355. [C1128/R

ARCHER OF ALDERSHOT for Ariel etc. spares and service.—Victoria Rd. Tel. 525 [0362/R

NICK LANCASTER for all Ariels including Square Four stocks.—53, Whitegate Drive, Blackpool. 20790. [0149

HAYEN, Ltd., main agents, part exchanges, terms, service and repairs.—182, High Rd., Ilford. 0361. [0540/R

KING'S OF OXFORD

the Lambretta specialists

the ONLY NATIONAL ORGANIZATION for REAL SPECIALISED SERVICE

20 NATIONWIDE BRANCHES TO SERVE & SERVICE YOU

NORTH

MANCHESTER	770 Chester Road
HALIFAX	25 Horton Street
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BLACKBURN	25 Penny Street
BURY	43 Bolton Street
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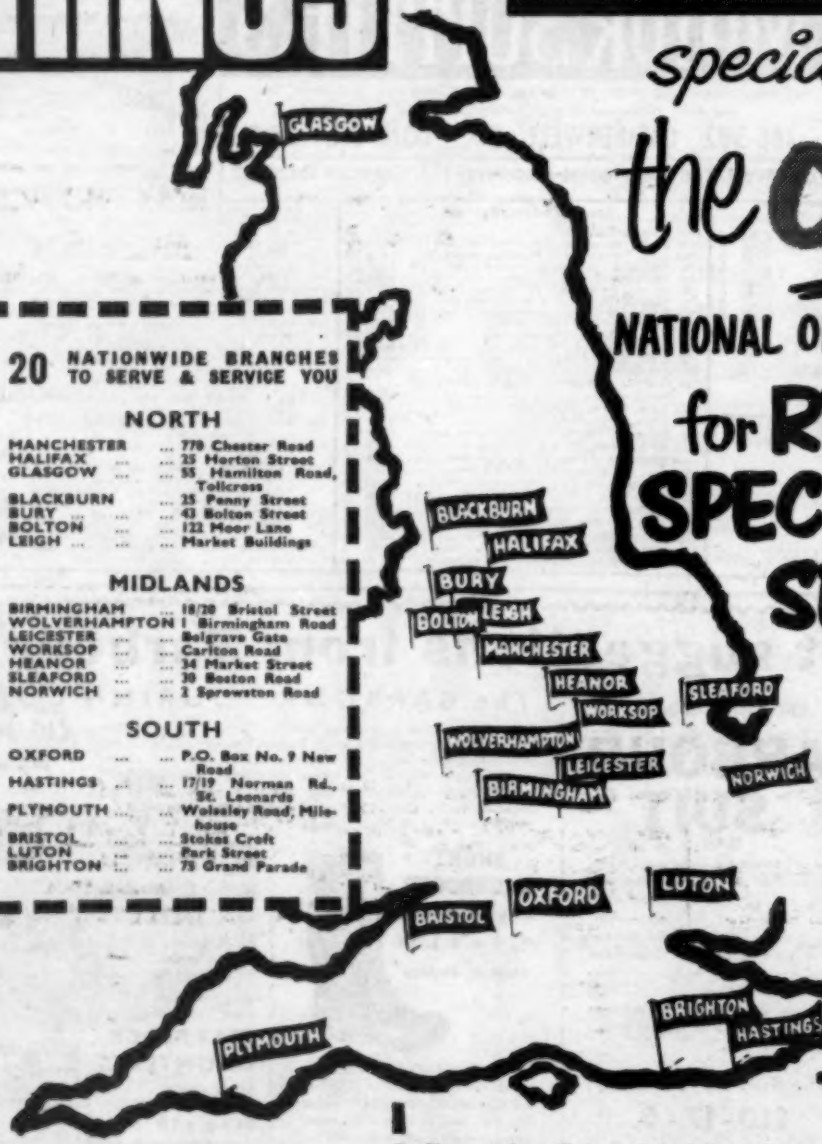
BIRMINGHAM	18/20 Bristol Street
WOLVERHAMPTON	1 Birmingham Road
LEICESTER	Belgrave Gate
WORKSOP	Carlton Road
HEANOR	34 Market Street
SLEAFORD	30 Boston Road
NORWICH	2 Sprowston Road

SOUTH

OXFORD	P.O. Box No. 9 New Road
HASTINGS	17/19 Norman Rd., St. Leonards
PLYMOUTH	Wolseley Road, Milehouse
BRISTOL	Stokes Croft
LUTON	Park Street
BRIGHTON	75 Grand Parade



Whichever King's branch you go to you'll find a complete range of Lambretta models to choose from and wherever you are there's always a King's branch near you to give you after-sales service for repairs and spares. There's everything for every scooter fan at every King's branch.

Please send me all the gen. about King's Service.

I am thinking of buying a.....

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We recommend SHELL X-100 MOTOR OIL for every bike

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Open 9-6 every weekday and Sunday mornings.

THE MOTOR CYCLE

CLASSIFIED ADVERTISEMENTS

RATES: 13/- for 2 lines or less and 6/6 for every additional line or part thereof, average line 7 words. Each paragraph is charged separately. Name and address must be paid for. All advertisements must be strictly prepaid.

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The Publishers retain the right to refuse or withdraw advertisements at their discretion.

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PRESS NOTICE

THE MOTOR CYCLE
CLASSIFIED ADVERTISEMENTS
For the issue dated
DECEMBER 18th
will close for press
1st POST FRIDAY
DECEMBER 12th

ADLER

COMERFORDS for Adler and 1,000 other machines; lowest possible h.p. rates.—Portsmouth Rd., Thames Ditton. [C1006

A.J.S.

A.J.S. MOTOR CYCLES, Plumstead Rd., S.E.18. Tel. Woolwich 1223. [0107/R

SPORTSMO OF SOUTHALL.

1955 A.J.S. twin, fitted Peel fairing; £178.

70–72, The Green, Southall. Southall 6229. [C1082

ROWLAND SMITH'S for A.J.S.

ALL models supplied

FREE tax and insurance with second-hand motor cycles.

95 gns.—A.J.S. twin 1951 model, 498cc ohv, swinging arm, dual seat, very good condition.

125 gns.—A.J.S. (December) 1956 350cc ohv, spring-frame, dual seat, windshields; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham 6041. [C1114

T. W. KIRBY MOTOR CYCLES, Ltd., your A.J.S. specialists. 10, Roneo Corner, Hornchurch. Tel. 8785. [0414

SLOCOMBES OF NEASDEN!!! for your new A.J.S., terms and exchanges.—259-271, Neasden Lane, N.W.10. Gladstone 3355 (8 lines). [C1115

WHITE & MARTIN for your new A.J.S.; part exchanges h.p.—18, Ashfield Parade, Southgate, N.14. Pal. 1035. [C1152/R

'54 350cc s/arm, one own., superb cond., extras, £89; also '53 350cc A.J.S./Watsonian comb., immac., £75; private terms.—Sto. 7075 (Edgware). [0902

COMERFORDS for A.J.S., new and second-hand. 1,000 machines in stock; send for lists.—Portsmouth Rd., Thames Ditton. Emb. 5531 (6 lines). [C1006

WHITBYS OF ACTON.—New models in stock; exchanges, h.p., spares.—263-275, Acton Vale, London, W.3. She. 5355 (Showroom); She. 6785 (Spares). [C1128/R

A.J.S. WANTED

GEORGE CLARKE pay most for A.J.S.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019

ROWLAND SMITH'S, the A.J.S. buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R

PRIDE & CLARKE.—Biggest demand, highest prices.—153, Stockwell Rd., S.W.9. Tel. Brixton 6251. [W1096/R

CLAUDE RYE urgently require all models; get our price first! H.p. accounts settled, we pay carriage.—895-921, Fulham Rd., S.W.6. Hen. 6174. [W1105/R

A.J.S. SPARE PARTS

JOE FRANCIS MOTORS, Ltd.—100% A.J.S. spares. C.O.D. and exchange service.

340 Footscray Rd., New Eltham, S.E.9. Eltham 1373. [0171/R

1500 SUPERB BARGAINS

from 1/10th DEPOSIT — with up to 36 MONTHS TO PAY

Here's the largest and most comprehensive selection of used guaranteed bargains in Great Britain—Mopeds—Scooters—Lightweights—Singles and Multis—Solos and Combinations. We have them all at prices to suit every pocket.

Ownership is made easy by our famous PAY AS YOU RIDE PLAN. 3rd Party, Fire and Theft insurance ONLY required.

Exchanges—we willingly accept any make or model, and where more if the allowance exceeds the deposit required we refund the difference in cash.

Every machine marked clearly with its price.

Study this small selection from our huge stocks then call and make for yourself.

MOPEDS
£4 DEPOSIT—£4 MONTHS TO PAY

Cash Price			Deposit	24 Payments	
£25	10	Motorette, '57, 49 c.c. Motor Moped	£4	£1	1 1
£29	10	H.E.V., '56, 49 c.c. 2-speed "Quickly"	£4	£1	5 3
£35	10	Mobylette, '55, 49 c.c. Auto Clutch	£4	£1	9 5
£39	10	Phillips, '57, 49 c.c. Gadabout	£4	£1	12 [illegible]
£39	10	Mobymatic, '57, 49 c.c. Auto Gears	£4	£1	12 [illegible]
£45	10	Hembel, '55, 49 c.c. Perle Sprinter	£4	£1	11 [illegible]

SCOOTERS
FROM 19TH DEPOSIT—UP TO 36 MONTHS TO PAY

£79	10	Phocela, '57, 150 c.c. Villiers de luxe	£8	£3	12 7
£89	10	Lambretta, '56, 150 c.c. LDB de luxe	£9	£4	1 9
£89	10	Vespa, '57, 125 c.c. Pillion screen	£9	£4	1 9
£89	10	Turret, '57, 125 c.c. 4-speed Exchange	£9	£4	1 9
£99	10	Lambretta, '57, LDB, pillion	£10	£4	11 1
£99	10	Bella, '55, 150 c.c. de luxe model	£10	£4	11 1
£109	10	Progress, '57, 200 c.c. Super Scooter	£11	£5	0 2
£119	10	Lambretta, '57, 150 c.c. Mk. III de luxe	£12	£5	9 4
		R.S.U., '57, 150 c.c. Prima, screen	£12	£5	9 4
£119	10	D.K.W., '56, 150 c.c. Villiers Dove	£12	£5	9 4
£119	10	TWN, '54, 200 c.c. Contessa, self-starter	£12	£5	9 4
£129	10	Lambretta, '56, Mk. III de luxe	£13	£5	18 6
£149	10	Vespa, '56, 150 c.c. Gran Sport	£15	£6	18 6
£159	10	Maicoletta, '57, 277 c.c. Super Scooter	£16	£7	5 11

SOLOS
£5 DEPOSIT—£4 PAYMENTS OF £2/6/-

James, '56, 98 c.c. Villiers s/arm, sngr.	£49	10
B.S.A., '55, 150 c.c. Bantam Major, sngr.	£49	10
Norton, '49, 500 c.c. O.H.V. Model 16M, sngr.	£49	10

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PRIDE & CLARKE LTD
158 STOCKWELL ROAD, LONDON, S.W.9
Phone: BRI. 6251 • Grams: PRICLARKE, LONDON
Hours of Business: 9am to 6.0 pm. Wednesdays 1pm

PRESS NOTICE

THE MOTOR CYCLE
CLASSIFIED ADVERTISEMENTS
For the issue dated
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A.J.S. SPARE PARTS

100% service c.o.d. and trade.—E. R. Fisher Motors, Ltd., Bath Rd., Hounslow, Middx. Hounslow 1852. [B1163

CLAUDE RYE Ltd., A.J.S. spares specialists, post-war and W.D.—895-921, Fulham Rd., S.W.6. Renown 6174. [B1105

GUS KUHN.—Genuine A.J.S. spares stockists, 275, Clapham Rd., S.W.9. Brixton 5604 and 9455. Prompt c.o.d. by return service. [0133/R

MARBLE ARCH MOTOR SUPPLIES, Ltd., Camberwell Green.—A.J.S. and Burman spares and service; rapid c.o.d.—Rodney 2181. [0262/R

KAYS OF EALING.—The A.J.S. spare parts stockists. Trade supplied; quotations or c.o.d. by return.—8-10, Bond St., Ealing, W.5. Eal. 2397. [B1075/R

PUTNEY AUTOS.—Genuine spares for post-war models; also genuine Burman gear box spares. 24-hour c.o.d. service.—363, Putney Bridge Rd., S.W.15. Putney 6887. [B1138/R

C.O.D. and service units, £10,000 spares in stock.—Rapids, 64-74, Godstone Rd., Whyteleafe, Surrey. Upl. 0595; and 258-269, Haydons Rd., Wimbledon, S.W.19. Cherrywood 5202-3. [B1162/R

GODFREYS, Ltd.—A.J.S. and Burman spares stockists, c.o.d.—226-234, London Rd., Croydon. Cro. 3641-3; 208-210, Gt. Portland St., W.1. Eus. 4632-4; 418, Romford Rd., Forest Gate, E.7. Gra. 1234-5; 220, Barking Rd., E. Ham. Gra. 3088; 94-96, High Rd., Tottenham. Sta. 5056. [B1052/R

AMBASSADOR

AMBASSADOR.—Manufactured by Ambassador Motor Cycles, Ltd., Ascot, Berks. Tel. Winkfield Row 3153-5. [0098/R

GODFREYS, Ltd.—Ambassador dealers all depots—see display advert. [C1052/R

GIFFS OF SOUTH HARROW for new Ambassadors; terms, exchanges.—568, Northolt Rd. Byron 2484. [C1055/R

IMMEDIATE delivery of Ambassadors.—F. W. Clark, 560-562, London Rd., Thornton Heath. Tel. Tho. 4967. [C1165/R

CLAUDE RYE for your 1959 Ambassador, including the super "S," immediate h.p.; ride away in 10 mins.—895-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R

COMERFORDS for Ambassador, new and second-hand; 1,000 machines in stock, send for lists.—Portsmouth Rd., Thames Ditton. Emb. 5531 (6 lines). [C1006

ARIEL

WHITBYS OF ACTON.—Biggest dealers in the Home Counties for Ariels; immediate delivery; h.p.; exchanges.—275, Acton Vale, London, W.3. She. 5355. [C1128/R

ARCHER OF ALDERSHOT for Ariel etc. spares and service.—Victoria Rd. Tel. 523. [0862/R

NICK LANCASTER for all Ariels including Square Four stocks.—53, Whitegate Drive, Blackpool. 23720. [0149

HAYEN, Ltd., main agents, part exchanges, terms, service and repairs.—142, High Rd., Ilford. 0561. [0840/R

ARIEL

ROWLAND SMITH'S for Ariel.

NEW models in stock.

FREE tax and insurance with second-hand motor cycles.

135 gns.—Ariel—4 1952, 1,000cc, spring-frame combination, Ascot saloon sidecar.

135 gns.—Ariel twin (September) 1956 498 ohv Field-master, windshield, legshields, very carefully used; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041.

RENNO'S.—New 1959 250cc Twin Leader, deposit £16 plus P.T. and £7/12 monthly.

RENNO'S.—Here's bargains; new 1958 650cc Huntmaster with rear chainguard, my price £248/15, maker's price £270/8; new 350cc ohv with rear chain-case, listed £254/4/5, my price £210/15.

RENNO'S.—1948/9 excellent Ariel Combination, 500cc ohv, spring frame, duo seat 2-seater saloon, r/c; 6gns. Join Renno's Deposit Club, build up your deposit during winter, take delivery new or used machine when required; particulars by return.—232, Upper St., Islington, N.1. Can. 2021. [C1104

T. W. KIRBY MOTOR CYCLES, Ltd., your Ariel specialists, 10, Roneo Corner, Hornchurch. Tel. 9785. [0418

COMERFORDS for Ariel and 1,000 other machines; lowest possible h.p. rates.—Portsmouth Rd., Thames Ditton. [C1006

IMMEDIATE delivery 1959 Leader, choice of colours; demonstrations welcomed; all other 1959 Ariels.—Badger Garages, Blandford, Dorset. Tel. 615. [C1169

1958 Ariel Colt, 200cc, first registered May, only 2,000 miles, cost £155; will accept £105; h.p. available.—Tel. Hillside 9210 after 5 p.m. [8901

SLOCOMBES OF NEASDEN!!! for your new Ariel; terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355 (8 lines). [C1115

1959 Ariel Leader 250, under 400 miles, as new; £195; terms, exchanges.—Edwards Motors, Ltd., Taunton 2943.

WRITERS OF KENNINGTON offer delivery of Ariel Leaders.—Tel. Reliance 1562.—161-5, Kennington Lane, London, S.E.11. [0244

HARWOOD'S OF RICHMOND for your new Ariel; terms, exchanges.—14-18, Kew Foot Rd., Richmond 2045. Half min. station. [C1060/R

£29/10 Ariel late 1947 500 ohv combination, good tyres, adult/child 2-seater sunshine saloon, good runner.—Dilley, 374, Forest Rd., London, E.17.

!!! Gray's, Tottenham.—55gns; 1951 Ariel 350 Red Hunter, telesc., new dual seat, new tyres, sparkling chrome work, exceptional motor, a real bargain; 100 others; terms, exchanges.—819-821, High Rd., Tottenham, N.17. Tel. Tot. 6824. [C1069

ARIEL WANTED

ROWLAND SMITH'S, the Ariel buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R

GEORGE CLARKE pay most for Ariel.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019

PRIDE & CLARKE.—Biggest demand, highest prices.—158, Stockwell Rd., S.W.9. Tel. Brixton 6251. [W1098/R

ARIEL SPARE PARTS

S. A. COLES, Ltd., for large stock of post-war Ariel spares.—364-368, High Rd., Leyton, E.10. Ley. 7171. [81017/R

WHITBYS OF ACTON.—All Ariel, Burman, Amal spares.—263, Acton Vale, London, W.3. She. 6733. [81128/R

WRITERS, Ltd., the largest Ariel spares stockists, Kennington Cross, London, S.E.11. Reliance 1562. [0243/R

HARWOODS OF RICHMOND.—100% Ariel spares stockists.—14, 16, 18, Kew Foot Rd., Richmond, Ric. 2045. [81060/R

CLAUDE RYE, Ltd., Ariel specialists, large range of post-war, pre-war and W.D. spares.—695-921, Fulham Rd., S.W.6. Renown 6174. [81105

O'NEILL BROS., Ltd.—All post-war spares in stock; also Burman, Amal, Lucas full postal service; trade supplied.—The Broadway, N.W.9. Hendon 8629. [81179

PRIDE & CLARKE.—New and second-hand spares, quotations and part by return post; c.o.d.; easy payments.—Stockwell Rd., S.W.9. Bri. 6251. [81098/R

KAYS OF EALING, Ltd., Ariel spare parts stockists. Trade supplied, quotations or c.o.d. by return.—8-10 Bond St., Ealing W.5. Eal. 2587. [81075/R

ELITE MOTORS (TOOTING), Ltd., 251-261, Garratt Lane, Tooting Broadway, S.W.17. Balham 1200. Vast range of Ariel spares; call or send c.o.d. [81169/R

PUTNEY AUTOS.—Genuine spares for post-war models; also genuine Burman gear box spares; 24-hour c.o.d. service.—263, Putney Bridge Rd., S.W.15. Putney 6867. [81138/R

GODFREYS, Ltd.—Ariel and Burman spares stockists; c.o.d.—226-234, London Rd., Croydon, Cro. 3641. 208, Portland St., W.1. Rus. 4632. 418, Romford Rd., Forest Gate, E.7. Gra. 1234. [81052/R

PRIDE & CLARKE

FROM 1/10th DEPOSIT UP TO 36 MONTHS TO PAY

Continued from previous column

B.S.A., '55, 250 c.c. O.H.V. C11 de luxe, spgr.	£40 10
B.S.A., '48, 500 c.c. O.H.V. A7 de luxe Twin	£40 10
B.S.A., '55, 125 c.c. D1 Bantam, spgr.	£40 10

£6 DEPOSIT—24 PAYMENTS OF £2 15 0

B.S.A., '54, 250 c.c. S.V. Model C.10L de luxe, spgr.	£50 10
F. BARNETT, '56, 150 c.c. Villiers, s/arm, spgr.	£72 10
B.S.A., '54, 350 c.c. O.H.V. Mod. C11 de luxe, spgr.	£50 10
Triumph, '49, 500 c.c. O.H.V. Mod. 5T Twin, telesc.	£50 10
James, '56, 150 c.c. Villiers, "Cadet", s/arm	£50 10
B.S.A., '56, 180 c.c. D3 Bantam Major, s/arm	£50 10
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Matchless, '51, 500 c.c. O.H.V. Model G80, S, s/arm	£60 10
B.S.A., '57, 150 c.c. D3 Bantam Major, s/arm	£60 10
James, '56, 197 c.c. Villiers Captain de luxe, s/arm	£60 10
Norton, '52, 500 c.c. O.H.V. Model S22, spgr.	£60 10
B.S.A., '50, 500 c.c. O.H.V. A7 de luxe Twin, spgr.	£60 10
Triumph, '49, 500 c.c. O.H.V. Speed Twin, s/hub	£60 10
Sunbeam, '51, 500 c.c. O.H.V. S7 Luxury Twin, spgr.	£60 10
Ariel, '52, 500 c.c. O.H.V. Model Red Hunter, spgr.	£60 10
B.S.A., '55, 250 c.c. O.H.V. C11 de luxe, spgr.	£60 10
Sunbeam, '51, 500 c.c. O.H.V. S8 Sports Twin, spgr.	£60 10
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£8 DEPOSIT—24 PAYMENTS OF £3 13 11

Triumph, '50, 500 c.c. O.H.V. Tiger 100 Twin, s/hub	£79 10
B.S.A., '50, 650 c.c. O.H.V. Golden Flash, spgr.	£79 10
Norton, '52, 500 c.c. O.H.V. Model S22, spgr.	£79 10
Guzzi, '57 98 c.c. Super Sports Zigolo, s/arm	£79 10
Norton, '52, 500 c.c. O.H.V. Dominator "7" Twin, spgr.	£79 10
Ariel, '53, 500 c.c. O.H.V. Red Hunter Twin, spgr.	£79 10
Sunbeam, '52, 500 c.c. O.H.C. S7 Luxury Twin, spgr.	£79 10
Tandon, '57, 197 c.c. Villiers, s/arm, M.P. Forks	£79 10
F.-Barnett, '57, 150 c.c. Villiers, s/arm, spgr.	£79 10
Sunbeam, '52, 500 c.c. O.H.C. S8 Sports Twin, spgr.	£79 10
Panther, '55, 250 c.c. O.H.V. de luxe "65", s/arm	£79 10
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Matchless, '53, 500 c.c. O.H.V. Model G.80S, s/arm	£89 10
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Norton, '53, 500 c.c. O.H.V. Model S22, spgr.	£89 10
Matchless, '53, 350 c.c. O.H.V. Model G.3, LS, s/arm	£89 10

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Triumph, '52, 500 c.c. O.H.V. Tiger 100 Twin, s/hub	£99 10
B.S.A., '56, 250 c.c. O.H.V. Model C.12, s/arm	£99 10
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B.S.A., '52, 650 c.c. O.H.V. Golden Flash, spgr.	£109 10
A.J.S., '54, 350 c.c. O.H.V. Model 16MS, s/arm, spgr.	£109 10
B.S.A., '57, 250 c.c. O.H.V. Model C.12 de luxe, s/arm	£109 10
James, '58, 197 c.c. Villiers de luxe, s/arm, spgr.	£109 10
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Panther, '54, 600 c.c. O.H.V. Model 100 de luxe	£109 10
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Velocette, '55, 500 c.c. O.H.V. Model MSS, s/arm	£119 10
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Triumph, '54, 500 c.c. O.H.V. Tiger 100 Twin, s/arm	£139 10
B.S.A., '56, 650 c.c. O.H.V. Golden Flash, spgr.	£139 10
Excelsior, '58, 250 c.c. Talisman Twin, s/arm, spgr.	£139 10
Norton, '56, 500 c.c. O.H.V. Model ES2, s/arm	£139 10
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Triumph, '54, 650 c.c. O.H.V. Tiger 110, s/arm	£139 10
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B.S.A., '57, 600 c.c. S.V. M.21 de luxe, spgr.	£149 10
Triumph, '55, 500 c.c. O.H.V. Tiger 100, s/arm	£149 10
Ariel, '57, 500 c.c. O.H.V. Red Hunter, s/arm	£149 10
B.S.A., '55, 350 c.c. O.H.V. Gold Star, s/arm	£149 10
Ariel, '57, 350 c.c. O.H.V. Red Hunter, s/arm	£149 10
Triumph, '55, 650 c.c. O.H.V. Thunderbird, s/arm	£149 10
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Matchless, '56, 600 c.c. O.H.V. G11 Twin, s/arm	£159 10
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Matchless, '57, 350 c.c. O.H.V. Model G.3LS, s/arm	£159 10
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Matchless, '57, 500 c.c. O.H.V. Model G80S, s/arm	£169 10
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£120 10	**Ariel**, '54, 600 c.c. S.V. VB de luxe Watsonian Monarch s/car	£13	£5 18 6
£120 10	**B.S.A.**, '51, 600 c.c. O.H.V. A7 Twin, Swallow Comet 2-str. sal.	£13	£5 18 6
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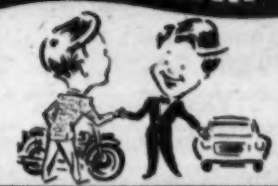

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GILLBANKS.—1959 James main agent, all models; terms, exchanges.—283, New North Rd., N.1. [C1042

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HARRY NASH.—New 1959 models, 1/5th deposit.—391, King St., Hammersmith, W.6. Riv. 2837-8. [C1090

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ROWLAND SMITH'S the Matchless buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R

GEORGE CLARKE pay most for Matchless.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019

PRIDE & CLARKE.—Biggest demand, highest prices.—158, Stockwell Rd., S.W.9. Tel. Brixton 6251. [W1096/R

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GODFREYS, Ltd., Norton spare stockists; c.o.d.—226-234, London Rd., Croydon Cro. 3641; and 220, Barking Rd., E.6. Gro. 8088. [81052/R

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MILLARS MOTORS (MITCHAM), Ltd., official Sunbeam spares stockists and distributors.—163-5, London Rd., Mitcham. Tel. 0629. [0016/R

KAYS OF EALING, Ltd., Sunbeam spare parts stockists; quotations or c.o.d. by return.—8-10, Bond St., Ealing, W.5. Eal. 2587. [S1075/R

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ARIEL, '47, 1,000 o.h.v. 4F and Wats. Maxstoke C/A	£40 10
NORTON, '51 (reg.), 500 s.v., and '56 C'bury D/A sal.	£40 10
NORTON, '50, 500 o.h.v., and Raven C/A saloon	£50 10
NORTON, '40 500 o.h.v., and Swallow saloon	£50 10
ENFIELD, '50, 500 o.h.v., and Wats. Maxstoke C/A sal.	[illegible]
B.S.A., '48, 500 s.v., and '54 Swallow Comet C/A sal.	[illegible]
ARIEL '51, 350 o.h.v., and Surrey Rambler s/seater sal.	[illegible]
B.S.A., '50, 600 s.v., and Wats. Stratford s/str. Sports	[illegible]
B.S.A., '49, 500 o.h.v. Twin, spgr., Wats. Ascot saloon	[illegible]
ENFIELD, '51, 500 o.h.v. Twin S/A, and '56 Wats. Avon	[illegible]
ENFIELD, '52 350 o.h.v., and Surrey Rambler saloon	[illegible]
DOUGLAS, '47, 350 o.h.v., Twin, and '58 Garrard Gazelle	[illegible]
ARIEL, '48, 500 o.h.v., and '54 Wats. Ascot S/S saloon	[illegible]
TRIUMPH, '47 350 o.h.v., and Watsonian Windsor	[illegible]
ARIEL, '51, 350 o.h.v. and Garrard S/S Sports	[illegible]
B.S.A., '48, 500 o.h.v. Twin, and Wat/Avon Sports	£75 10
NORTON, '52, 500 o.h.v., and Streamline C/A saloon	£75 10
A.J.S., '48, 500 o.h.v., and Watsonian Avon Sports	£79 10
ARIEL, '52, 500 o.h.v., spgr., and Canterbury C/A saloon	£79 10
B.S.A., '48, 600 s.v., and Wats. Maxstoke C/A saloon	£79 10
INDIAN, '54, 250 s.v., and Surrey Rambler saloon	£79 10
PANTHER, '50, 600 o.h.v., and Watsonian Maxstoke C/A	£85 10
B.S.A., '52, 500 o.h.v. Twin, spgr., and Wats. Maxstoke	[illegible]
ARIEL, '52, 500 o.h.v., spgr., and B.S.A. Sports sidecar	[illegible]
ARIEL, '50, 500 o.h.v. Twin, spgr., and '56 Swallow Tudor	[illegible]
MATCHLESS, '50, 350 o.h.v. and Watsonian Avon Sports	[illegible]
MATCHLESS, '48, 500 o.h.v., Canterbury C/A saloon	[illegible]
B.S.A., '52, 600 s.v., and Raven C/A saloon	[illegible]
ENFIELD, '51 500 o.h.v. Model J2 and '54 Wats. Ascot	[illegible]
B.S.A., '50, 500 o.h.v. Twin, spgr., and Canterbury C/A	[illegible]
MATCHLESS, '52 500 o.h.v., spgr., and Wats. Avon	[illegible]
NORTON, '51, 600 s.v., and Wats. Ascot	[illegible]
B.S.A., '51, 600 s.v. and Wats. Maxstoke C/A sal.	[illegible]
SUNBEAM, '52, 500 o.h.c. and Garrard 500 S/S Sports	£100 10
ARIEL, '51, 500 o.h.v. Wats. Maxstoke C/A sal	£109 10
A.J.S., '53, 500 o.h.v., and Surrey Rambler saloon S/S	£110 10
ARIEL, '53, 500 o.h.v., and '55 Wat./Maxstoke C/A	£119 10
B.S.A., '53, 500 s.v., and '50 Streamline C/A saloon	£119 10
PANTHER, '53, 600 o.h.v. and C'bury C/A matching sal.	£119 10
ARIEL, '51, 1,000 o.h.v. Sq. 4, and Wats. Maxstoke C/A	£120 10
B.S.A., '55, 500 s.v., M20, and '50 Canterbury Valiant C/A	£125 10
B.S.A., '51, 650 o.h.v. Twin, spgr., and Streamline D/A sal.	£125 10
B.S.A., '52, 600 s.v., and Wats. Warwick D/A saloon	£125 10
ARIEL, '53, 600 s.v., spgr., and Wats. Albion S.S. sal.	£125 10
TRIUMPH, '53, 650 o.h.v. and Streamline C/A sal.	£130 10
ARIEL, '51, 1,000 o.h.v. 4G, and Wats. Maxstoke	£130 10
PANTHER, '54 600 o.h.v., and Wats. Maxstoke C/A sal.	£130 10
PANTHER, '55 600 o.h.v., and Garrard Ladbroke D/A sal.	£139 10
B.S.A., '54, 500 o.h.v., spgr., and '55 Wats. Ascot	£140 10
PANTHER, '53, 600 o.h.v., and '54 Swallow Comet C/A	£145 10
ENFIELD, '54, 700 o.h.v. Twin, S/A, and Busmar York D/A	£149 10
VINCENT, '50, 500 o.h.v. Comet, '54 Steib S.501 Spts.	£149 10
B.S.A., '53, 600 s.v., spgr., and '56 Streamline C/A sal.	£150 10
ARIEL, '53, 1,000 o.h.v., 4G, and '55 Streamline C/A sal.	£165 10
ARIEL, '55, 600 s.v., and '56 Wats. Maxstoke C/A	£160 10
ARIEL, '52, 1,000 o.h.v. and '50 Canterbury Valiant	£160 10
ARIEL, '52, 1,000 o.h.v. Sq. 4, Swallow Comet single seater saloon on Blacknell chassis	£170 10
NORTON, '53, 500 o.h.v. Twin, and Steib TR500 Sports	£170 10
PANTHER, '54 600 o.h.v., S/A., '59 Surrey Bedington	£170 10
PANTHER, '55, 600 o.h.v., and '59 Streamline C/A. sal.	£179 10
B.S.A., '54, 650 o.h.v. Twin, G/Flash, spgr., Garrard 500	£180 10
PANTHER, '55, 600 o.h.v. S/A, and '55 Wat./Maxstoke C/A	£180 10
TRIUMPH, '54 650 o.h.v. Twin, s/wheel, Garrard 500 single seater Sports	£180 10
TRIUMPH, '54, 650 o.h.v. Twin, s/wheel, Watsonian Maxstoke C/A matching blue sal.	£180 10
B.S.A., '54, 650 o.h.v. Twin spgr., and Watsonian Maxstoke C/A sal	£180 10
TRIUMPH, '55, 650 o.h.v. Thunderbird Twin, s/wheel, and Swallow single seater Tudor saloon	£190 10
VINCENT, '52, 1,000 o.h.v. Rapide, and '56 Canterbury Conqueror D/A sal., fitted Avon Fairing	£190 10
A.J.S., '55, 500 o.h.v., spgr., and Busmar Lancaster C/A saloon, matching black	£190 10
ARIEL '57, 600 s.v., spgr., and Watsonian Monarch, S/S coupe	£200 10
TRIUMPH, '56, 650 o.h.v. T110 Twin, and '59 Streamline C/A saloon	£219 10
TRIUMPH, '56, 650 o.h.v. Twin, S/A, Garrard Silchester sal	£219 10
B.S.A., '57, 650 o.h.v. Road Rocket Twin, S/A, and Watsonian Avon single-seater Sports	£255 10
ARIEL, '54, 1,000 o.h.v. Sq. 4, and '58 Busmar Astral	[illegible]
MATCHLESS, '57, 650 o.h.v. Twin, spgr., and Garrard 500 de luxe coupe. Immaculate outfit	[illegible]
ARIEL, '58, 650 o.h.v. Twin S/A and Canterbury Carmobile 2-seater sal. Under 10,000 miles. Immaculate	[illegible]
PANTHER, '59, 650 o.h.v., S/A, and '59 Cant. Carmobile 2-seater saloon, brake/sprung, ex Earls Court	[illegible]

Continued in next Column →

SUNBEAM SPARE PARTS

BE certain—spares from the heart of the industry; 24-hour c.o.d. service from Motor Sales (Birmingham), Ltd., 15-17, Aston St., Birmingham. Ast. Cross 5874. [0219

GODFREYS, Ltd.—S7 and S8 Sunbeam spares stockists, c.o.d.—226-234, London Rd., Croydon. Cro. 3641; 208, Great Portland St., W.1. Eus. 4632; 418, Romford Rd., Forest Gate, E.7. Gra. 1234. [S1052/R

WILL LORD (Sunbeam specialists) for all your Sunbeam spares; pre- and post-war; c.o.d. or quotation by return, complete overhauls promptly executed by works trained mechanics; trade supplied.—115, Blackburn St., Radcliffe, Lancs. Tel. Rad. 2002. [0632/R

SUNBEAM SERVICE

24-HOUR c.o.d. service on all Sunbeam S7 and S8 spares and exchange replacement units stockists; also for Amal, Lucas and Smiths speedos; don't be off the road, contact us first.—Coventry Motor Mart, Ltd., Postal Department, 7, 86, London Rd., Coventry. Tel. 2146-7. [0066/R

TRIALS AND SCRAMBLES

VIC CAMP MOTORCYCLES offer:—

1957 197cc Norman trials, Armstrong forks, sw. arm, showroom condition; £109/10.

1952 500cc Ariel trials, nice condition; £69/10.—131, Queens Rd., Walthamstow, E.17. Tel. Cop. 2093. [C1004

1957 500cc comp. Ariel, in excellent condition, winner of many awards, taxed, any trial; £157/10.—R. Peacock, 134, Dalberg Rd., S.W.2. Bri. 5365. [C1154

CONTACT Alan Mayne at L. Stevens about your new Greeves Scottish, immediate delivery from stock; highest part exchange allowance.—L. Stevens, Ltd., 147, Goldhawk Rd., Shepherd's Bush, London, W.12. Tel. Shepherd's Bush 1154. [C1151

COMERFORDS for trials and scrambles machines; delivery from stock, Greeves, Ariel, Norman, B.S.A., Dot, Francis-Barnett, Triumph, Enfield, A.J.S., D.M.W., James, Matchless, good s/h models bought for cash; deal with the recognised competition specialists.—Portsmouth Rd., Thames Ditton. Emberbrook 5631. [C1006

TRIALS AND SCRAMBLES WANTED

E. S. LONGSTAFF, Ltd., urgently require good, clean competition machines; highest prices paid; h.p. accounts settled.—E. S. Longstaff, Ltd., 108, High Rd., Woodford, E.18. Buckhurst 6369. [W1079

TRIUMPH

H

HARVEYS for your new Triumph.

WE sell, service and repair Triumph and no other make; by specialising we offer the finest Triumph service; part exchanges and terms arranged.—Harveys, 47, South Lambeth Rd., S.W.8, nr. Vauxhall Station. Rel. 6661. [0058/R

A

WHITBYS OF ACTON.—Biggest dealers in the Home Counties for Triumphs; immediate delivery, h.p., exchanges.—273, Acton Vale, London, W.3. She. 5355. [C1128/R

JOHN SURTEES.

FOR your Triumph, all models on show, ride a demonstration model before you buy.—West Wickham, Kent. Spring Park 5700. [C1145

ROWLAND SMITH'S for Triumph

ALL models supplied.

FREE tax and insurance with second-hand motor cycles.

185gns.—Triumph Tiger 110, 1957, 650cc ohv, swinging arm, dual seat, exceptional condition.

195gns.—Triumph Speed Twin, registered 1957, combination, dual seat, windshield, legshields, carefully used.

195gns.—Triumph Thunderbird, 1956 model 650 cc ohv combination, exceptional condition.

95gns.—Triumph Thunderbird, 1952, 650cc ohv, spring hub, very good condition.

69gns.—Triumph Terrier, 1955 (registered 1956), 150cc ohv, spring frame, dual seat, carefully used; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114

MATTHEWS OF STOCKWELL, Ltd., 55, Stockwell Rd., S.W.9.

1957 T100, negligable mileage, immaculate condition; £179.

1955 Triumph T110 650 twin, beautifully kept; £149.

1951 Triumph 5T Speed Twin, reconditioned engine, magnificent condition; £99.

1950 5T, finished stove enamel red; £79.

1957 Speed Twin, exceptional condition, unscratched; £179.—Brixton 6655; 1/5th deposit. Terms and exchanges. [C1122

1958 (Oct.) Triumph T20C 200cc, 1,000 miles only, as brand new; £109.

BANKS, 62-64, Grand Parade, N.4. Sta. 0367. [C1166

ARCHER OF ALDERSHOT for Triumph, etc., spares and service.—Victoria Rd. Tel. 323 [0365/R

GEO CLARKE MOTORS LIMITED

USED CARS AND THREE-WHEELERS AT 276/8 BRIXTON HILL

	Cash Price
BOND, '52, 197, 2-seater coupe, red	£89 10
A.C. Petite, '54, 350 c.c. 2-seater saloon, blue	£100 10
GORDON, '56, 197 Family 3 coupe, red	£109 10
GORDON, '56, 197 Family 3 coupe, red/cream	£179 10
A.C. Petite, '56, 350, 2-seater saloon, black/beige	£179 10
BOND, '56, 197 Family 4 de luxe, bronze	[illegible]
A.C. Petite, '57, 350 de luxe, grey, under 4,000 miles	[illegible]
RELIANT Regal, '56, 750, 2/4-seater, coupe, red	[illegible]
RELIANT Regal, '56, 750 Family 4 coupe, green	£270 10
RELIANT Regal, '55, 750, 2-4 str. coupe, blue	[illegible]
RELIANT Regal, '55, 750, 2-4-str. coupe, grey	[illegible]
RELIANT Regal, '55, 750, 2-4-seater hardtop, under 15,000	[illegible]
HEINKEL, '57, 175, 2-seater sal. de luxe, beige	£290 10
ISETTA, '58, M300 Plus, 2-str. saloon, radio, cream	£325 10
FORD Popular, '57, Family sal., black, low mlge., good con.	£330 10
GOGGOMOBIL, '57, T300, 4-seater, blue, heater	£340 10

COMBINATIONS AT 275/9 HIGH STREET, ACTON

TRIUMPH, '38, 500 o.h.v. Speed Twin, Wats. Albion saloon	[illegible]
B.S.A., '48 350 o.h.v. B31, s/str. KMB saloon	£45 10
ARIEL, '47, 600 c.c. s.v., Wats. Maxstoke C/A saloon	£49 10
B.S.A., '48, 500 o.h.v. M.33, D/S, teles., Leyton C/A sal.	£55 10
B.S.A., '50, 500 o.h.v. M.33, Swallow Gussack Occ. 2-str.	[illegible]
B.S.A., '50, 500 s.v. M.20, teles., V.P. Volante C/A sal.	[illegible]
NORTON, '48, 500 o.h.v. ES2, spgr., Busmar Launch sls.	[illegible]
NORTON, '48, 600 s.v., Canterbury C/A saloon	[illegible]
ARIEL, '53, 600 s.v. Mod VB, teles., pillion, mirror, screen, fitted Canterbury saloon in matching maroon	£79 10
ARIEL, '49, 600 s.v. VB, teles. D/S, Maxstoke type C/A sal	[illegible]
SUNBEAM, '48, 500 o.h.c. S7, '52 B.S.A. C/A saloon	[illegible]
ARIEL, '49, 600 s.v., Rankin D/A on VG21 chassis	[illegible]
SUNBEAM, '49, 500 o.h.c., Wats. Maxstoke C/A saloon	[illegible]
SUNBEAM, '49, 500 o.h.c., S8, C/A sal. Kwikfit ch.	[illegible]
PANTHER, '51, 600 o.h.v., Wing D/A sal., VG21 ch.	[illegible]
B.S.A., '54, 500 s.v., teles., '54 Streamline C/A saloon	[illegible]
A.J.S., '51, 500 o.h.v. Twin, S/A, Streamline C/A saloon	£100 10
ARIEL, '53, 500 c.c., Watsonian 2-seater saloon	£100 10
PANTHER, '50 600 o.h.v., teles., VG21, brake wheel ch.	£100 10
SUNBEAM, '51, 500 o.h.c. S8, Trinder D/A sal. on VG21 ch.	£100 10
TRIUMPH, '50, 650 Thunderbird Avon on Velvet chassis	£109 10
B.S.A., '51, 600 s.v. M21, '57 Busmar Devon C/A saloon	£119 10
TRIUMPH, '51, 500 o.h.v. Sp. Twin, '55 Comet C/A sal.	£129 10
PANTHER, '53, 600 o.h.v. M.100, Wats. Albion saloon, VG21 chassis and brake	£135 10
B.S.A., '57, 650 o.h.v. Tw., spr., D/A full-door Swallow ch.	£139 10
TRIUMPH, '50, 650 Twin, s/hub Wats. Ascot saloon, VG21 and brake	£139 10
PANTHER, '54, 600 o.h.v. M100 Swallow C/A saloon	£149 10
TRIUMPH, '53, 650 o.h.v. 6T, teles., s/hub, dualseat, tank carriers, '57 Raven D/A saloon on VG21 chassis	£169 10
NORTON, '55, 600 s.v. Big 4, Wats. D/A Warwick saloon	£189 10
PANTHER, '56, 600 o.h.v. M21, teles., S/A, Garrard 500 Sports, Mk. II chassis	£199 10
ARIEL, '54, 1,000 c.c. Square 4, teles., spgr., d/seat, '56 Wats. Warwick D/A saloon, VG21 brake wheel chassis	£200 10

MOPEDS AND SCOOTERS AT 276/8 BRIXTON HILL

POWERPAK, '54, 49 c.c. on Gent's B.S.A. Cycle	£12 10
CORGI, '49, 98 c.c. Mk. II, cheap, bargain	£14 10
N.S.U., '55, 49 c.c. Quickly Standard, 2 speeds	[illegible]
KREIDLER, '57, 49 c.c. Moped, single speed, blue	[illegible]
MERCURY, '57, 49 c.c. Mercette, 4-stroke engine, smart	[illegible]
MOBYLETTE, '57, 49 c.c. Moped de luxe, automatic clutch	[illegible]
BINETTA, '57, 49 c.c. Mk. III, S/A, F/W hubs	£35 10
DURKOPP, '56, 48 c.c. Moped, 2 speeds, blue	£35 10
N.S.U., '56, 49 c.c. Quickly, windscreen, legshields	£35 10
MERCURY, '56/57, 49 c.c. Hermes Scooter, pillion, h/str.	£35 10
KREIDLER, '56/57, 50 c.c. Moped Junior, beige, single spd.	[illegible]
N.S.U., '57, 49 c.c. Quickly Standard	£37 10
MOBYMATIC, '57, 49 c.c. de luxe Moped, fully automatic	£40 10
LEOPARD, '57, 49 c.c., S/A, l/link fo.ks, blue/silver	£45 10
HERMES, '57, 49 c.c., 2-spd. fictr., w/screen	£45 10
B.S.A., '57, 70 c.c. Dandy, S/A, 2 speeds, grey	[illegible]
N.S.U., '57/58, 49 c.c. Quickly Standard, 2 speeds	[illegible]
VESTING, '57, 49 c.c. Pessetta, S/A, d/seat, F/W hubs	[illegible]
N.M.W., '57, 49 c.c. super Sports, S/A, teles., bargain	£55 10
VESPA, '54, 125 c.c. Standard, overhauled (£20)	£55 10
LAMBRETTA, '54, 125 c.c. LD, pillion, carrier	[illegible]
VESPA, '55, 125 c.c. Standard, green, pillion	£59 10
PIATTI, '57, 125 c.c., d/seat, carrier, w/screen, red/cream	£65 10
BINETTA, '58, 49 c.c. Mk. 3, S/A, F/W hubs, blue/grey	[illegible]
WABO, '57, 150 c.c., plln., carrier, w/screen	[illegible]
WABO, '57, 150 c.c., pillion, carrier, w/screen	[illegible]
LAMBRETTA, '55, 150 c.c. LD, grey, w/scr. Good run.	[illegible]
LAMBRETTA, '56, 125 c.c. LD, red/cream, pln.	[illegible]
VESPA, '57, 125 c.c., d/seat, low mileage, grey	[illegible]
LAMBRETTA, '56/7, 150 c.c. LD, blue, carrier, w/apron	[illegible]
LAMBRETTA, '57, 150 c.c. LD, w/screen, red	£100 10
PROGRESS, '56, 200 c.c. Supreme, E/starter, green	£115 10
N.S.U., '56, 150 c.c. Prima, elec./str., s/wheel, carrier	£119 10
N.S.U., '57, 150 c.c. Prima, E/str., w/scrn., w/whl., black	£125 10
LAMBRETTA, '58, 125 c.c. LD, slate blue/grey, w/scrn.,	£125 10
ZUNDAPP, '57, 150 c.c. Bella, E/str., carrier, blue	£129 10
T.W.N., '57, 200 c.c. Contessa, 2-tone blue, E/starter	£135 10
DURKOPP, '57, 200 c.c. Diana, E/str., carrier, black	£139 10

MOPEDS AND SCOOTERS AT 275/9, HIGH STREET, ACTON

CUCCIOLO, '53, 49 c.c., Autocycle	£15 10
MOBYLETTE, '57, 49 c.c. Moped, Automatic gearbox	£30 10
HERCULES, '57, 50 c.c. Moped, legshields, 5,197 miles	£30 10
LAMBRETTA, '57, 49 c.c. Moped	£30 10
MOBYLETTE, '58, 48 c.c. de Luxe	[illegible]
BERINI, '57, 49 c.c. Moped, teles., carrier, lighting, white wall tyres, chrome rims, 2,593 miles	£49 10
D.K.W., '56, 74 c.c. Hobby Scooter, extras	£79 10
LAMBRETTA, '55, 150 LD Scooter	£79 10
LAMBRETTA, '55, 150 LD. Screen	[illegible]
VESPA, '57, 125 c.c. Scooter, carrier, spare wheel	[illegible]

Continued in next Column →

GEO CLARKE MOTORS LIMITED

MOPEDS AND SCOOTERS (Cont.) at 275/9 High St., Acton.

	Cash Price
ZUNDAPP, '57, 150 c.c. Bella Scooter teles.	£119 10
ZUNDAPP, '56, Bella 150 Scooter, elec./starter	£119 10
TERROT, '58, 125 c.c. t/s., Scooterrot, 27 miles only	£129 10
DAYTON, '56, 225 c.c. Albatross, scrn. cons. unmarked	£139 10
MAICO-MOBILE, '58, 197 c.c. t/s. Scooter, immaculate as new	£189 10

TWO-STROKES AT 276/8 BRIXTON HILL

JAMES, '50, 98 c.c. Comet. Immaculate. Cheap runabout	£12 10
PHILLIPS, '55, 49, good condition	£19 10
AMBASSADOR, '51, 197 Envoy, teles., pillion, panniers	£29 10
EXCELSIOR, '55, 98 c.c. Consort, luggage rack	£29 10
JAMES, '55, 98 c.c., spgr., carrier, bargain	£35 10
F.-BARNETT, '51, 197 c.c., spgr., d/seat, panns. G. cond.	£39 10
JAMES, '55, 150, teles, Cadet, spgr., panniers	£45 10
JAMES, '53, 197, dualseat, spgr.	£49 10
B.S.A., '55, 125 c.c. D.1 Bantam, spgr., carrier	£49 10
JAMES, '54, 197 c.c. Captain, S/A, d/seat, Fairing, l/shld.	£49 10
F.-BARNETT, '54, 197 c.c. Falcon, S/A., d/seat	£55 10
B.S.A., '55, 150 Major, spgr., carrier, good condition	£55 10
EXCELSIOR, '58, 98 c.c. Consort, spgr., d/st., l/shields	£59 10
F.-BARNETT, '57, 150 c.c. S/A., pillion. Good cond.	£59 10
F.-BARNETT, '55, 197 c.c. Falcon, s/arm dualseat	£65 10
EXCELSIOR, '55, 250 T.T., spgr., fast	£65 10
JAMES, '54, 225 Colonel, S/A, dualseat	£69 10
EXCELSIOR, '54, 197, S/A, d/seat, w/scrn., panns.	£79 10
F.-BARNETT, '56, 225 Cruiser, S/A, d/seat c/bars	£85 10
JAMES, '55 225, S/A, dualseat, carrier	£85 10
ZUNDAPP, '56, 200, S/A, dualseat, carrier	£85 10
R. ENFIELD, '58, 150 c.c. Ensign, S/A., d/st., w/scrn., pann	£85 10
AMBASSADOR, '56, 200 Envoy d/seat, S/A, legshields	£89 10
JAMES, '56, 225, S/A, d/seat, w/screen, carrier, immac.	£95 10
JAMES, '57, 250, S/A, d/seat, immaculate	£119 10
ZUNDAPP, '57, 200, S/A, d/seat, immaculate, 5,000 miles	£119 10
GREEVES, '57, 197 c.c. S/A., d/st., light blue. Good cond.	£119 10
F.-BARNETT, '58, 197 c.c. Falcon 81, S/A, d/seat. As new	£125 10
ZUNDAPP, '58, 200, S/A, d/seat. Absolutely as new	£129 10

TWO-STROKES AT 275/9, HIGH ST., ACTON

NORMAN, '51 98 c.c. T/S motorcycle (cash only)	£15 10
ENFIELD, '47, 125 c.c. T/S "RE" excellent tyres	£19 10
JAMES, '54, 125 c.c. Mod. T/S, spgr., d/seat, 9,066 miles	£39 10
B.S.A., '54, 125 Bantam, teles., spgr.	£39 10
AMBASSADOR, '54, 197 Popular, teles., panniers, screen	£49 10
B.S.A., '54, 150 Bantam Major, teles., spgr., panns.	£55 10
B.S.A., '54, 150 Major, spgr.	£59 10
AMBASSADOR, '55, 197, Envoy, teles., S/A, D/S L/S	£65 10
F.-BARNETT, '55, 197 c.c. Falcon	£65 10
B.S.A., '56, 150 c.c. T/S Bantam Major, D/S	£69 10
D.M.W., '55, 225 Cortina T/S, S/A, D/S, under 2,000 miles	£79 10
F.-BARNETT, '57, 150 T/S Plover 78, teles., S/A, matching	£89 10
ZUNDAPP, '56, 200 T/S, spgr., Model 200S	£89 10
ZUNDAPP, '57, 200 T/S, Model 200S, teles., S/A, D/S	£100 10
GREEVES '56, 322 2-str., teles., S/A., super	£129 10

SOLOS AT 276 BRIXTON HILL

B.S.A., '39, 350 o.h.v.	£12 10
RUDGE, '39, 500 o.h.v., teles., d/seat	£15 10
ARIEL, '50, 350 o.h.v. Red Hunter, teles.	£19 10
B.S.A., '47, 500 s.v. M20, l/shields	£19 10
HARLEY DAVIDSON, '50, 750 o.h.v. Twin, teles., mirror	£19 10
MATCHLESS, '46, 500 o.h.v. G80, teles., pillion	£25 10
MATCHLESS, '46, 350 o.h.v. G3L, teles.	£25 10
ARIEL, '47, 350 o.h.v. Red Hunter, teles.	£29 10
B.S.A., '46, 250 o.h.v. C11, teles., d/seat	£29 10
TRIUMPH, '48, 350 o.h.v. 3T Twin, teles.	£29 10
B.S.A., '47, 500 o.h.v. B33	£35 10
B.S.A., '52, 250 o.h.v. C11, spgr., d/seat, w/scrn., carrier	£35 10
DOUGLAS, '48, 350 o.h.v. Twin, S/A, d/seat, carrier	£35 10
NORTON, '47, 500 o.h.v. Model 18, teles.	£35 10
VELOCETTE, '51, 200 s.v. LE Twin, pillion, panns., w/scrn.	£35 10
B.S.A., '47, 350 o.h.v. B31, teles., d/seat, panns.	£39 10
B.S.A., '48, 500 o.h.v. B33, teles., w/scrn.	£39 10
DOUGLAS, '49, 350 o.h.v Twin, S/A, d/seat	£39 10
NORTON, '48, 600 s.v. Big 4, teles., pillion	£39 10
B.S.A., '49, 250 o.h.v. C11, teles., d/st., w/scrn.	£39 10
ENFIELD, '51, 500 o.h.v., teles., d/seat	£45 10
NORTON, '48, 500 o.h.v. ES2, spgr., d/seat	£45 10
TRIUMPH, '48, 350 o.h.v. 3T, teles., d/seat	£45 10
ARIEL, '51, 500 o.h.v. Model VH, teles., d/seat	£49 10
ARIEL, '30 (reg.), 1,000 o.h.v. Sq. 4, girder forks, carr.	£49 10
TRIUMPH, '54, 150 o.h.v. T15, spgr., d/seat	£49 10
ARIEL, '54, 200 o.h.v. Colt, spgr., d/seat	£49 10
TRIUMPH, '46, 500 o.h.v. 5T Twin, teles., d/st., panns.	£49 10
ARIEL, '55, 200 o.h.v. Colt, spgr., d/seat	£55 10
DOUGLAS, '50, 350 o.h.v. Twin S/A, d/seat, Sports	£55 10
ENFIELD, '51, 350 o.h.v. Model G, teles., d/seat, l/shields	£55 10
NORTON, '51, 500 o.h.v. M18, teles.	£57 10
B.S.A., '53, 250 o.h.v. C11, d/seat, spgr.	£59 10
SUNBEAM, '49, 500 o.h.c., spgr., pillion	£65 10
A.J.S., '53, 500 o.h.v. Model 18, teles.	£65 10
ARIEL, '51, 500 o.h.v. Red Hunter, spgr., d/seat, l/shields	£65 10
B.S.A. '52, 500 o.h.v. A7, spgr., dualseat	£67 10
B.S.A., '54, 250 o.h.v. C11G, teles., mirror	£69 10
NORTON, '51, 600 s.v., teles., dualseat	£69 10
ARIEL, '55, 200 o.h.v. Colt, spgr., d/seat	£69 10
MATCHLESS, '51, 500 o.h.v. G80S S/A., d/st.	£69 10
TRIUMPH, '55, 200 o.h.v. T20, spgr., d/seat	£69 10
A.J.S., '52, 500 o.h.v. 18S, S/A., d/seat	£75 10
B.S.A., '53, 500 o.h.v. A7, spgr., d/seat	£75 10
B.S.A., '53, 350 o.h.v. B31, spgr., d/seat, panns., mirror	£75 10
ENFIELD, '54, 500 o.h.v. S/A., dualseat	£75 10
NORTON, '52, 500 o.h.v. ES2, S/A., dualseat	£75 10
ARIEL, '52, 500 o.h.v. VHA, spgr., d/seat	£75 10
B.S.A., '52, 350 o.h.v. Gold Star, spgr., d/seat	£75 10
SUNBEAM, '51, 500 o.h.c. S8 Twin, spgr.	£79 10
B.S.A., '55, 250 o.h.v., spgr., dualseat	£82 10
A.J.S., '53, 500 o.h.v., S/A., dualseat	£85 10
B.S.A., '55, 500 o.h.v. B33, S/A., dualseat	£85 10

Continued in next Column →

TRIUMPH

ALLAN JEFFERIES for expert attention.—120, Saltaire Rd., Shipley 54271. [C1067/R

£45 o.n.o.—1948 Triumph 5T, good tyres, excellent condition.—327, Nelson Rd., Whitton, Middx. [8892

HARRY NASH.—New 5TA, T110, 6T and T20c road trim, brand new 1958 T110, q.d. wheel, etc., 2-tone, £259.

H.—1956 TR6, many extras, real beauty, £179; 1953 5T, s/hub, choice of two bargains, £109.

H.—1/5th deposit, 30 months hire purchase.—391, King St., Hammersmith, W.6. River 2837-8 [C1090

WATERS OF WELWYN GARDEN CITY.—Immediate delivery, choice of models.—Welwyn Garden City 5033. [8906

ERSKINE MOTOR CYCLES, main agents, most models and parts in stock.—Goldsworth Rd., Woking 4800. [0023/R

LIGHTFOOT MOTOR CYCLES for your new Triumph.—163, High St., Potters Bar, Middlesex. Potters Bar 3129. [C1196/R

SLOCOMBES OF NEASDEN!!! for your new Triumph; terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355 (8 lines). [C1115

HARWOOD'S OF RICHMOND for your new Triumph; terms, exchanges.—14-18, Kew Foot Rd., Richmond 2045. Half min. station. [C1060/R

£85 o.n.o.—Triumph 5T, 1951/52, excellent cond., enthusiast maintained, Speedstyle panniers, extras.—Tel. Wes. 1309 after 7 p.m., Kasha. [8884

COMERFORDS for Triumph and 1,000 other machines; lowest possible h.p. terms.—Portsmouth Rd., Thames Ditton. Emberbrook 5531. [C1006

J. J. DOUBLE (MOTOR CYCLES), Ltd., 1958 Triumph agents; terms, spares, service, repairs.—809-811, High Rd., Goodmayes. Tel. Seven Kings 9744. [C1119/R

JIM ALVES for 100% Triumph spares, service, parts, all models, exchanges, h.p., insurance while you wait.—97, High St., Street, Som. Tel. Street 355. [0250/R

1958 Triumph 21, all accessories, wonderful condition, £200 or nearest offer, owner buying car.—Tel. Lee Green 8194 any evening after 6 p.m. [8891

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G

GEORGE CLARKE pay most for Triumph.—276, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019

R

ROWLAND SMITH'S, the Triumph buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R

PANKHURST OF HAMMERSMITH.

URGENTLY required good used Triumph, send particulars and price, buyer will call, best prices paid. —314/316, King street, Hammersmith. Riv. 1401. [W1136

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FREDDIE WILLIAMS, 422, High Rd., Wembley, Middx. Wembley 5438. [0402

SMITH'S, 86, Chalk Farm Rd., N.W.1, want Triumphs.—Gul. 2767. [0070/R

PRIDE & CLARKE.—Biggest demand, highest prices —158, Stockwell Rd., S.W.9. Tel. Brixton 6251. [W1098/R

CLAUDE RYE urgently require all models; get our price first; h.p. accounts settled; we pay carriage.—895/921, Fulham Rd., S.W.6. Ren. 6174. [W1105/R

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WHITBYS OF ACTON.—All Triumph, Lucas, Amal spares.—263, Acton Vale, London, W.3. She. 6785. [S1128/R

S. A. COLES for largest stocks post-war Triumph spares, c.o.d.—364, High Rd., E.10. Ley. 7171. [S1017/R

GEO CLARKE MOTORS LIMITED

SOLOS (Cont.) at 276, Brixton Hill

	Cash Price
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ARIEL, '54, 350 o.h.v. NH, S/A., dualseat	£89 10
B.S.A., '51, 650 o.h.v. A10 Twin, S/A., dualseat	£89 10
MATCHLESS, '53, 500 o.h.v. G80S, S/A., d/st., carrier	£89 10
A.J.S., '54, 350 o.h.v. 16MS, S/A., d/seat, tank cover	£105 10
VELOCETTE, '55, 350 o.h.v. MAC, S/A., d/seat	£105 10
ARIEL, '55, 350 o.h.v. Red Hunter, S/A., dualseat	£109 10
ARIEL, '52, 1,000 o.h.v. Sq. 4, teles.	£109 10
B.S.A., '56, 250 o.h.v. C12, S/A., d/seat, fairing	£109 10
DOUGLAS, '57, 350 o.h.v. Twin, Dragonfly, S/A., d/st.	£109 10
MATCHLESS, '54 350 o.h.v. G3LS, S/A., d/seat	£109 10
B.S.A., '57, 250 o.h.v. C12, S/A., d/seat, carrier	£115 10
VINCENT, '53, 500 o.h.v. Comet, S/A., dualseat	£115 10
ARIEL, '55, 500 o.h.v. KH Twin, S/A., dualseat	£119 10
B.S.A., '54, 650 o.h.v. A10 Twin, S/A.	£125 10
B.S.A., '56, 350 o.h.v. B31, S/A., dualseat	£129 10
ARIEL, '55, 350 o.h.v., S/A., dualseat	£135 10
NORTON, '55, 500 o.h.v. Dom. 7, S/A., dualseat	£135 10
A.J.S. '55, 500 o.h.v. Model 18S, S/A., d/seat	£135 10
MATCHLESS, '55, 500 o.h.v. G80S, S/A. d/seat	£139 10
B.S.A., '57, 350 o.h.v. B31 de luxe, S/A., dualseat	£145 10
TRIUMPH, '54, 500 o.h.v. T100, S/A., dualseat	£145 10
NORTON, '56, 350 o.h.v. Model 50, S/A., d/seat	£145 10
ARIEL, '56, 500 o.h.v. KH Twin, S/A., d/seat, c/bar	£149 10
ENFIELD, '57, 350 o.h.v. Bullet, S/A., dualseat	£149 10
MATCHLESS, '55, 500 o.h.v. G9 Twin, S/A., dualseat	£149 10
ARIEL, '54, 650 o.h.v. FH Twin, S/A., d/seat, fairing	£149 10
TRIUMPH, '55, 650 o.h.v. T110 Twin, S/A., d/seat	£159 10
TRIUMPH, '57, 500 o.h.v. 5T Twin, dualseat	£175 10
ARIEL, '58, 350 o.h.v., S/A., dualseat. As new	£179 10
MATCHLESS, '56, 500 o.h.v. G9 Twin, S/A., d/st., carrier	£179 10
NORTON, '56, 600 o.h.v. Dom. 99, S/A., dualseat	£179 10
NORTON, '57, 600 o.h.v. Dom. 77, S/A., dualseat	£189 10
B.S.A., '57, 650 o.h.v. A10 Twin Road Rocket, S/A., d/st.	£189 10
TRIUMPH, '58, 350 o.h.v. T21 Twin, S/A., d/seat	£189 10
MATCHLESS, '57, 600 o.h.v. G11, S/A., dualseat	£209 10
ARIEL, '58, 650 o.h.v. H'master Sports S/A., dualseat	£219 10
B.S.A., '58, 650 o.h.v. A10 Twin, S/A., dualseat	£235 10

SOLOS AT 275/9, HIGH ST., ACTON

TRIUMPH, '38, 600 s.v., cash only	£9 10
B.S.A., '46 500 s.v., M.20, dualseat	£17 10
TRIUMPH, '39, 500 o.h.v., S.Twin, spgr., dualseat	£19 10
A.J.S., '46, 350 o.h.v., 16M	£25 10
B.S.A., '47, 250 o.h.v. C11, teles.	£29 10
MATCHLESS, '48, 500 o.h.v. G80, teles. dualseat	£39 10
TRIUMPH, '46, 500 o.h.v. Tiger 100 Twin, teles.	£39 10
ARIEL, '51, 500 o.h.v., VH, teles., dualseat	£45 10
ARIEL, '48 350 o.h.v., teles.	£49 10
B.S.A., '48, 500 o.h.v., A7 Twin, teles., dualseat	£49 10
ENFIELD, '51, 500 o.h.v., J2, teles., legshields, pillion	£49 10
INDIAN, '54, 250 s.v., Brave	£49 10
ARIEL, '51, 500 VHS, teles., spgr., dualseat	£59 10
B.S.A., '50, 350 o.h.v., B31 spgr., legshields teles.	£59 10
SCOTT, '47, 600 Squirrel, teles., screen, f/width hubs, d/seat	£59 10
VELOCETTE, '50, 350 MAC, teles., rear carrier, Midland f.	£59 10
TRIUMPH, '49, 500 o.h.v., Tiger 100, teles., s/hub, d/seat	£65 10
ARIEL, '55, 200 o.h.v., Colt, spring frame	£69 10
ARIEL, '53, 350 o.h.v., NH, teles., s/arm	£75 10
B.S.A., '54, 250 o.h.v., Model C11G, teles., spgr., 4-speeds	£75 10
TRIUMPH, '55, 200 Cub, spgr.	£75 10
SUNBEAM, '49, 500 o.h.c. S7, teles., spgr., dualseat, carr., mist green, "as new" tyres, 31,826 miles	£79 10
A.J.S., '53, 350 o.h.v., 16MS, s/arm, teles., dualseat	£89 10
B.S.A. '53, 350 o.h.v., B31, dualseat, spgr., clean	£89 10
MATCHLESS, '51, 500 o.h.v., G80S, teles., spgr., dualseat	£89 10
MATCHLESS, '54, 350 o.h.v., G3L, w/screen, c/bar, panns.	£89 10
TRIUMPH, '50 650 o.h.v. Twin, teles., s/hub, dualseat	£89 10
A.J.S., '54, 350 o.h.v., Model 16MS teles., s/arm, dualseat	£89 10
A.J.S., '53 500 o.h.v., Mod. 18S, spgr.	£89 10
NORTON, '53, 500 o.h.v. Dom. 7, s/arm, d/st., as new tyres	£99 10
VELOCETTE, '53, 350 o.h.v. MAC	£99 10
TRIUMPH, '52, 500 o.h.v., T100, s/hub	£100 10
A.J.S., '51, 500 o.h.v. Twin, Mod. 20, s/arm, dualseat	£100 10
B.S.A., '55, 350 o.h.v., B31, s/arm	£100 10
MATCHLESS, '52, 500 o.h.v., G9 Twin, s/arm, teles., d/st., carrier, "as new" tyres	£100 10
M.V. AGUSTA, '56, 125 o.h.v., Turismo Rapido	£109 10
TRIUMPH, '53, 650 o.h.v. 6T, teles., dualseat, s/hub	£109 10
TRIUMPH, '53, 650 o.h.v. 6T Twin, s/hub, d/st., Craven pa.	£115 10
SUNBEAM, '54, 500 o.h.c., S8, spgr.	£119 10
MATCHLESS, '53, 500 o.h.v., G9, s/arm	£129 10
N.S.U., '56, 250 o.h.c. MAX teles., s/a., d/st., enc/chain	£139 10
ARIEL, '55, 350 o.h.v. NH, s/ar., dualseat, crash bar	£139 10
B.S.A., '56, 350 o.h.v. Mod B31S, teles., s/arm, dualseat	£139 10
MATCHLESS, '55, 350 o.h.v. Mod. G3LS, teles., s/a., d/st.	£139 10
MATCHLESS, '55, 500 o.h.v., G9	£139 10
ARIEL, '57, 350 o.h.v. Mod. NH, teles., s/arm, dualseat	£149 10
MATCHLESS, '54, 500 o.h.v., s/arm, crash bar, spotless	£149 10
NORTON, '54, 500 o.h.v. Dom. 88, "as new" tyres, s/arm	£149 10
TRIUMPH, '55, 650 o.h.v. T110, s/arm, dualseat	£159 10
B.S.A., '56, 500 Twin, Shooting Star	£169 10
TRIUMPH, '56, 500 o.h.v., T100, s/arm	£169 10
TRIUMPH, '55, 650 o.h.v., T110, s/arm, dualseat	£169 10
TRIUMPH, '56, 500 o.h.v. 5T, s/a., d/st., c/bar, rear carrier	£169 10
ARIEL, '57, 600 s.v., VB8, teles., spgr., d/st., 4,010 miles	£175 10
B.S.A., '56, 650 c.c. o.h.v., Flash, teles., spgr., dualseat	£179 10
TRIUMPH, '57, 500 o.h.v. 5T, teles., s/a., d/st., crash bar	£179 10
B.S.A., '58, 500 o.h.v., s/arm, Shooting Star	£219 10
MATCHLESS, '58, 650 o.h.v. Twin, G11, s/arm, f/w. hub	£235 10
A.J.S. '58, 600 o.h.v. Twin, teles., s/a., 1200m	£239 10

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CLAUDE RYE, Ltd., Triumph spares including W.D. models.—895-921, Fulham Rd., S.W.6. Renown 6174. [81105

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1957	**B.S.A.** 250 c.c. C12, s/arm, dualseat, s/light, 4 speed, one owner	£122
1955	**B.S.A.** 350 c.c. B31, s/arm, dualseat, one owner, Avon fairing, new tyre	£126
1955	**B.S.A.** 650 c.c. Golden Flash, pannniers, d/seat, s/arm, new rear tyre, beige	£154
1958	**B.S.A.** 500 c.c. Shooting Star, s/arm, d/seat, c/bar, enc. r/chain, 4,139 miles	£229
1954	**B.S.A.** 500 c.c. Star Twin, sp. frame, dualseat, new tyres	£110
1958	**B.S.A.** 650 c.c. Golden Flash, s/arm, Avon fairing, enc. chain, 3,829 miles	£224
1957	**B.S.A.** 650 c.c. Golden Flash, d/seat, s/arm, s/light, one owner, 4,552 miles	£196
1956	**DOT** 197 c.c. Competition, 2,862 miles only, never used in trials	£109
1956	**NORTON** 350 c.c. Model 50, s/arm, d/seat, full-width hubs	£148
1957	**NORTON** 600 c.c. Dominator 99, s/arm, frame, d/seat, Rodark panniers	£212
1956	**ROYAL ENFIELD** 350 c.c. Bullet, maroon finish, d/seat, s/arm	£139
1957	**TRIUMPH** 200 c.c. Tiger Cub, one owner, d/seat, choice of two	£119
1956	**TRIUMPH** 200 c.c. Tiger Cub, sp. frame, d/seat, rear carrier	£94
1956	**TRIUMPH** 500 c.c. Speed Twin, s/arm, d/seat, one owner	£148
1955	**TRIUMPH** 650 c.c. Thunderbird, d/seat, s/arm, new tyre, Q/D wheel	£149
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RAPID MOTORS for all models and spares.—269, Haydons Rd., Wimbledon. Cherrywood 3202; and 70, Godstone Rd., Whyteleafe, Surrey. Uplands 0895. [C1162/R

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ROWLAND SMITH'S, the Velocette buyers.—Hampstead High St., London, N.W.3. Ham 6041. [W1114/R

LATE LEs urgently required for cash.—Geoff Dodkin, Prospect 8779. [W1009

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ARCHERS, the Velo Felos, for spares and service.—Victoria Rd., Aldershot. Tel. 525. [0367/R

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GODFREYS, Ltd., Velocette spares stockists; c.o.d.—226-234, London Rd., Croydon. Cro. 3641. And 220, Barking Rd., E.6. Gra. 6088. [81052/R

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£119—1950 Comet 500cc and Stelb.—ES Motors, Ltd., 325, High Rd., W.4. Chi. 6366. [C1031

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ROWLAND SMITH'S, the Vincent buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R

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1955 **VESPA** 150 and Commercial box s/car £100 10 0

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USED SOLOS

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HUMPHREYS.—1957 B.S.A. Dandy, speedo., one owner; £45.

HUMPHREYS.—1957 Lambretta 150, spare wheel, carrier, screen, etc.; £120.

HUMPHREYS.—1957 N.S.U. Quickly Super, £55; also de luxe, £45.

HUMPHREYS.—1957 Royal Enfield 350 Bullet, 4,000 miles, registered 1958, superb condition; £149.

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1954 Panther 600, fitted c/a sidecar; £149/10.

1955 Enfield 700 springer, fitted with c/a sidecar, £199/10.

1951 Ariel 600 sv springer, fitted c/a sidecar, quick-fit chassis; £99/10.

1953 B.S.A. 600 sv, fitted d/a sidecar; £119/10.

1954 Velocette LE, snip; £55/10.

MANY others; terms, exchanges.

RAPIDS, 259-269, Haydons Rd., Wimbledon, S.W.19. Cherrywood 3202-3. [C1162

GATEHOUSE offers:—

£220—1958 Norton 600cc Dominator 99, one owner, superb.

£199/10.—1957 Triumph 650cc Thunderbird, s/arm, springer, many extras.

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£159/10.—1956 B.S.A. 500cc Shooting Star, s/arm, springer.

£155—1955 Triumph 650cc Thunderbird, s/arm, springer.

£149/10.—1955 Matchless 500cc G9 twin, s/arm, springer.

£145—1954 B.S.A. 650cc Flash, s/arm, springer, extras.

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GOODALLS MOTOR CYCLES, Ltd., 55, South St., Epsom. Tel. 9563. Open 8.30-7. [C1051

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1957 James 225cc Colonel, maroon; £105.

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1954 Triumph 650cc 6T, blue; £145.

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1954 A.J.S. 500, sw. arm; £115.

1948 Triumph 500 twin; £48.

1954 Bella scooter, 150cc; £65.

1953 Ariel 350 springer; £79.

COMBS.

1950 A.J.S. 500, sw. arm, fitted Watsonian Monarch sidecar; £105.

ALL above machines now offered at 1/5 deposit.

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B.S.A., 1951, A7 500 c.c. O.H.V. Twin, teleforks, dualseat £69
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1958 B.S.A. 250cc C12, immaculate; £120/10.

1956 A.J.S. 350cc 16MS, s/arm; £152/10.

1956 Ariel 350cc NH, s/arm; £152/10.

1955 Ariel 350cc NH, s/arm; £130.

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LAMBRETTA, 1957, 150 c.c. Mk. III, screen, sp/wheel	£129 10
BELLA, 1956, 150 c.c., self starter, dual	£132 10
BELLA, 1956/7, 200 c.c., self starter, dual, carrier	£135 10
T.W.N. Contessa, 1957 200 c.c., self starter, sp/wheel	£149 10
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DIANA, 1957, 200 c.c., self starter, screen, carrier	£159 10

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ENFIELD, 1953/4, 150 c.c. Ensign	£45 10
B.S.A., 1955, 125 c.c. Bantam, spgr. batt. dual	£52 10
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CLAUDE RYE LTD

THE MOTOR CYCLE PEOPLE

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S. TOTTENHAM, N.15

STAmford Hill 2340 OPEN 9 a.m.-6.30 p.m. Thurs. 1 p.m.

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VILLIERS-ENGINED SCOOTER FOR TWO

98 c.c. NOW ONLY 80 GNS.

Also 150 c.c. as illustrated 102 GNS.

Complete with carrier and pillion seat

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197 c.c. TWIN PISTON 2-STROKE WITH ELECTRIC SELF-STARTER

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RIDE AWAY IN 10 MINS. TAXED AND INSURED.
DEFINITELY HIGHEST PART EXCHANGE ALLOWANCE GIVEN.

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Open all day Xmas Eve and Saturday, December 27th.

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RENOWN 6174 (20 lines)
8-30-6 daily. Thurs. 1 p.m.

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STAMFORD HILL 2340. OPEN 9 a.m.-6.30 p.m. Thurs. 1 p.m.

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PETER BROWN MOTORCYCLES, 6, Bromley Hill, Bromley, Kent. Ravensbourne 4812 and 6105.

1957 Triumph Tiger 100, a fast, superb solo; £195.
1956 Norton Dominator 99, fitted high compression motor, low mileage; £165.
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1952 B.S.A. Golden Flash 650cc, fitted with late Carmobile chair, the ideal family outfit; £179.
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1955 350cc Ariel Red Hunter s/arm; £105.
1955 125cc B.S.A. Bantam springer; £50.
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1957 150cc James Cadet; £69.
1958 250cc James Commodore; £139.
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1955 500cc Matchless G9 with 1957 Watsonian Monarch s/c, many extras, immaculate condition; £225. [C1132

DAWSONS offer end of season clearance bargains; terms one third deposit, balance 12 or 18 months.
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ARIEL ex W.D. 1949 reg. 350cc ohv, smart splendid runner; £19.
WRITE for value lists.
DAWSONS MOTORS, Shakespeare St., Nottingham. Tel. 41181. [C1029

WALLY HAINSBY, 293, West End Lane, London, N.W.6. Tel. Swi. 2896. H.P. terms, 1/3 deposit, balance 12-24 months; part exchanges welcomed.

1957 B.S.A. 650 Black Flash, s/arm, low mileage, one owner, immaculate; £189.
1957 B.S.A. 600 Twin, as new; £185.
1955 Triumph Tiger 100, s/arm, perfect condition, a real snip; £139.
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1958 B.S.A. Bantam Major, 150cc, one owner; £83.
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1956 Lambretta, LD150, reconditioned engine, very attractive, extras; £99.
1954 Lambretta, 125cc, resprayed, good engine, extras; £55.

ALL our machines are workshop overhauled.
WALLY HAINSBY has many other good bargains not advertised; it's worth a visit. [C1143

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REX JUDD.—1952 B.S.A. A10 650cc, in really good condition throughout; £99.
REX JUDD.—1954 B.S.A. ohv 250cc, dual seat, panniers, leg-shields, spring frame, bargain; £79.
REX JUDD.—1954 B.S.A. 125cc, spring frame, complete pannier equipment, leg-shields, £59.
REX JUDD.—1957 Triumph 21 350cc, as new, carrier, Rodark panniers, crash bar, mirror; £199.
REX JUDD.—1955 B.S.A. 250cc, spring frame; £79.
REX JUDD.—1957 Excelsior 98cc, Scooterette, one owner only, very low mileage; £59.
REX JUDD.—1957 Francis-Barnett 197cc, fairing and leg-shields, 9,000 miles only; £99.
REX JUDD.—1958 Gilera 175cc, very low mileage, really like new, a super job for the enthusiast; £139.—High St., Edgware 3944/0862. [1077

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1946 500 A.J.S., 1950 197 Ambassador, 1947 600 Panther.—Bennett, 28, Naylor Rd., S.E.15. New 3137. [C1081

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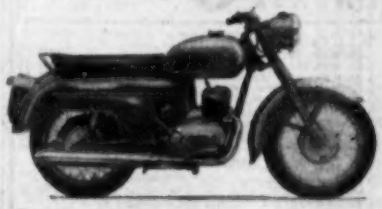

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'56	Triumph 500 Speed Twin	£149 10
'54	Matchless 500, G80, s/arm	£100 10
'53	Triumph, 650 Thunderbird, sprung hub	£95 10
'53	Ariel 350, O.H.V., spgr.	£50 10
'51	Norton, 500, Big Four	£40 10
'48	B.S.A., 500 O.H.V., B.33, spgr.	£49 10

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'53	Triumph 650 OT, sprung hub and Watsonian Avon Sports sidecar	£140 10
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'51	Ariel 500 Twin, spgr., with Swallow Sports sidecar	£99 10
'53	B.S.A. Star Twin, fitted Garrard 890 sidecar	£90 10
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'54	Ford Prefect saloon, reconditioned engine	£299
'56	Hillman Minx Mk. V saloon, heater	£299
'56	Morris Minor 2-dr. de Luxe saloon	£459
'55	Morris Oxford saloon, 1 owner	£499
'55	Morris Minor 4-dr. de Luxe saloon	£459
'56	Morris Minor convertible. Excellent condition	£399
'56	Standard Vanguard Mk. II saloon, heater, 2-tone	£649
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£75!!—M.G. M type 2-seater, runs well.

CHOICE of many other Morgan 3-wheelers.

ALSO a selection of small hp saloon cars from £25 to £65 at ⅓ deposit.

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MERCURY MOTORS, Universe House, 824-6, Harrow Rd., Wembley. Wembley 6058-9. [C1084

COMERFORDS.—New Austin A35, Metropolitan, Healey Sprite, Ford, Heinkel, Messerschmitt, Bond, Reliant; m/cs taken in exchange.—Portsmouth Rd., Thames Ditton Surrey. Emberbrook 5531. [C1006

A.C. PETITE WANTED

GEORGE CLARKE pay most.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019

PRIDE & CLARKE.—Biggest demand, highest prices —158, Stockwell Rd., S.W.9. Tel. Brixton 6251. [W1098/R

CLAUDE RYE urgently require A.C. Petite; top prices paid; h.p. accounts settled.—899, Fulham Rd., S.W.6. Renown 6174. [W1105/R

AUSTIN

CONWAY MOTORS.—Austin agents; immediate delivery of A35 cars and vans; early delivery of A40 and Sprite models; motor cycles taken in exchange; h.p. terms.

CONWAY MOTORS, 299-309, Goldhawk Rd., Shepherds Bush, W.12. Tel. Riv. 4872. [C1021

COMERFORDS.—Immediate delivery new Austins, A35, Metropolitan, Healey Sprite; motor cycles and 3-wheelers in exchange; easy terms.—Portsmouth Rd., Thames Ditton, Emberbrook 5531. [C1006

B.M.W. ISETTA

WHITBYS OF ACTON.—Immediate delivery new Isetta; h.p., exchanges.—275, Acton Vale, London, W.3. She. 5355. [C1128/R

GODFREYS, Ltd., immediate delivery Isetta Runabouts; demonstrations; terms, exchanges, all depots.—See display advertisement. [C1052/R

CLAUDE RYE for your new 3- or 4-wheel Isetta; immediate delivery; terms; highest exchange allowance.—899, Fulham Rd., S.W.6. Renown 6174. [C1105/R

ASK Pankhursts of Hammersmith for demonstration of new Isetta 3-wheelers; any vehicle taken in part exchange.—314-316, King St., Hammersmith, W.6. Tel. Riv. 1401. [C1136

MPHW SALES, Ltd., Bubble and Miniature car specialists; new and used in stock. —Call 23, Piccadilly, Gerrard 6055. 186, Holland Park Ave., Park 2410. 67, Goldsworth Rd., Woking 5231.

£37!! deposit and £15/10/8 for 30 months; £565 cash. £28 dep. and £10/2/6 for a used Isetta; £280 cash.

OR contract hire for £3/10 a week for the year, including maintenance, tax; no mileage charge. [0354

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BOND MINICAR

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£33 deposit secures delivery of new 1959 Bond; balance over 3 years.—275-3, High St., Acton, W.3. Acorn 6543. [C1018

ROWLAND SMITH'S for Bond.

NEW models in stock; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114

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SPECIAL Bond Service and Spares Dept., Kilburn Bridge, N.W.6. Maida Vale 6044. Open 9-7 (Sats. 9-8). [C1130/R

BEST selection, best exchanges, best terms; best buy your new or used Bond Minicar now from:—

NAYLOR & ROOT, Ltd., Motor Cycle House, 25, East Hill, S.W.18. Bat. 2252. [C1089/R

KENT.—Distributors for Bond Minicar; delivery from stock.—E. G. Pritchard, Ltd., Chalkwell Rd., Sittingbourne. [0076/R

CLAUDE RYE, Ltd. for your new Bond Minicar; immediate delivery; terms, exchanges welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R

BIRMINGHAM Distributors.—County Cycle & Motor Co., 265-6, Broad St. Exchanges welcomed, all spares. [C1024/R

GODFREYS, Ltd., for Bond Minicar 3-wheelers at all depots, including Bushwood Corner, Leytonstone, E.11. See display adverts. [C1052/R

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COMERFORDS for Bond and 1,000 other machines; lowest possible h.p. rates.—Portsmouth Rd., Thames Ditton. Emberbrook 5531. [C1006

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BOND MINICARS.—Lancashire's largest distributors, new and second-hand in stock; call to-day and drive away; exchange, h.p. terms.—Loxham's Garages, Ltd., Motor Cycle Dept., Fishergate, Preston. Tel. 4242 [0523/R

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ROWLAND SMITH'S, the Bond Minicar buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R

PRIDE & CLARKE.—Biggest demand, highest prices.—158, Stockwell Rd. S.W.9 Tel. Brixton 6251. [W1096/R

CLAUDE RYE urgently require Bond Minicar; top prices paid; h.p. accounts settled.—899, Fulham Rd., S.W.6. Renown 6174. [W1105/R

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SOLE concessionaires for U.K.—Goggomobil, Ltd., 93-95, Old Brompton Rd., S.W.7. Kns. 7705-6-7-8. [C111/R

MPHW SALES, Ltd., Bubble and Miniature car specialists; new and used in stock.—Call 23, Piccadilly, Gerrard 6055, 186, Holland Park Ave., Park 2410. 67, Goldsworth Rd., Woking 5231.

NEW and used always in stock, the superb miniature car; ask for a demonstration. [0335

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HEINKEL

INTERNATIONAL SALES, Ltd., 34-40, Palfrey Place, London, S.W.8; world concessionaires.—Tel. Reliance 4244. Head Office, Dublin. European Office: Dortmund, Germany. [0110

ROWLAND SMITH'S for Heinkel.

IMMEDIATE delivery, choice of colour.

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COMERFORDS for Heinkel, new and second-hand.—Portsmouth Rd., Thames Ditton. Emb. 5531. [C1006

GODFREYS, Ltd., for Heinkel 3-wheeler at all depots, including Bushwood Corner, E.11. See display advts. [C1132/R

WHITBYS OF ACTON.—Immediate delivery new Heinkel Cabin Cruiser; exchanges, terms.—273, Acton Vale, London, W.3. She. 5355. [C1128/R

CLAUDE RYE, Ltd., for your new Heinkel, immediate delivery; terms; exchanges welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R

KENBOURNE MOTORS, Bournemouth.—3-wheeler distributors, models from stock; part ex. welcome.—Winton 1802. [0542

ASK Pankhursts of Hammersmith for demonstration of Heinkel; any vehicle taken in part exchange.—Tel. Riv. 1401. 314-316, King St., Hammersmith, W.6. [C1136

1957 174 Cabin Cruiser de luxe; £325; part exchanges cars or motor cycles.—Slocombes, Ltd., 38-52, Dudden Hill Lane, N.W.10. Willesden 4869/3934. [C1103

SPEEDWAY OF ACTON for your new Heinkel, also several used models in stock; all in first-class condition; from £309/10.—310-314, Uxbridge Rd., W.3. Acorn 3031-2. [C1121

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£40!! deposit and £15/4/5 for 30 months; £599 cash; £50 dep. and £11 per month for used; £300 cash.

OR contract hire for £3/15 a week for the year, including maintenance, tax; no mileage charge. [0336

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Available on the lowest H.P. Terms

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'46 B.S.A. 350 c.c. B31, telesc., excellent	£350
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'48 NORTON 500 c.c. O.H.V. M18. Very smart	£450
'55 TANDON 197 c.c. s/arm	£59
'56 B.S.A. 150 c.c. Major, s/arm	£69
'58 DUNKLEY Whippet 50 c.c. O.H.V., 8 mls. only	£69
'56 FRANCIS-BARNETT 150 c.c. Plover, spgr.	£69
'54 TRIUMPH 150 c.c. Terrier, spgr. Immaculate	£69
'55 TRIUMPH 200 c.c. T20, spgr., Excellent	£79
'50 SUNBEAM 500 c.c. S8, spgr., shaft drive	£79
'55 B.S.A. 250 c.c. C11G, 4 speeds, spgr.	£85
'48 NORTON 500 c.c. E22, spgr.	£89
'57 B.S.A. 150 c.c. D3, s/arm. Choice of 2	£89
'54 PANTHER 250 c.c., s/arm, spgr.	£89
'56 JAMES 197 c.c., s/arm. Superb	£99
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'55 F.-BARNETT 225 c.c. Cruiser, engine o'hauled	£99
'58 ARIEL Colt 200 c.c. 4,000 m. only, black, spgr.	£100
'57 TRIUMPH 200 c.c. Tiger Cub, spgr.	£115
'57 ZUNDAPP 200 c.c. S201, s/arm, spgr.	£119
'53 SUNBEAM 500 c.c. S8, spgr., gray	£125
'55 JAMES 197 c.c. As brand new	£129
'53 TRIUMPH 500 c.c. T100, s/hub, panniers	£129
'54 ARIEL 350 c.c., s/arm, spgr.	£129
'53 MATCHLESS 500 c.c. G80, spgr., recond o'hed	£129
'54 MATCHLESS 350 c.c., s/arm. Immaculate	£135
'57 JAMES 250 Commodore AMC eng., Avon fairing	£139
'53 TRIUMPH 650 c.c. Thunderbird, s/hub	£145
'54 NORTON 500 c.c. Model 88 Featherbed	£149
'56 TRIUMPH 500 c.c. T100, s/arm. Nice condition	£169
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'58 VICTORIA 200 c.c., s/arm, elec. gearchange	£169
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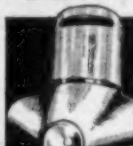

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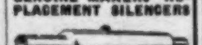

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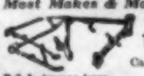

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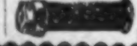

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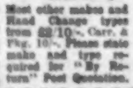

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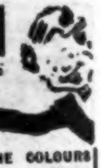

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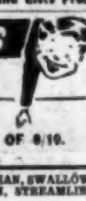

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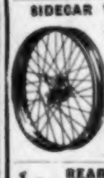

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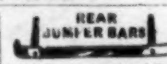

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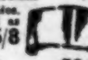

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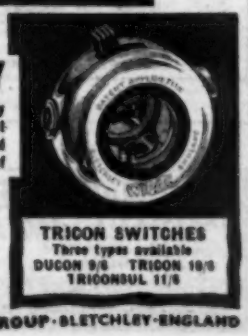

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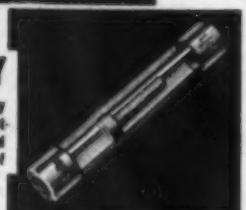

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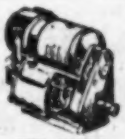

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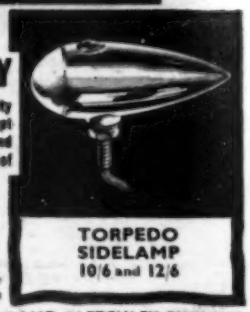

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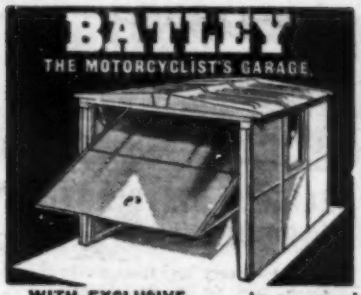

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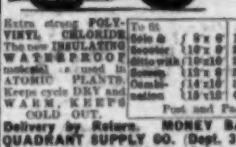

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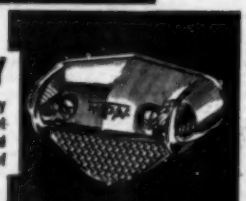

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Printed in Great Britain for the Publishers, Iliffe & Sons Ltd., Dorset House, Stamford Street, London, S.E.1, by Cornwall Press Ltd., Paris Garden, London, S.E.1. *The Motor Cycle* can be obtained abroad from the following: Australia and New Zealand: Gordon & Gotch Ltd. India: A. H. Wheeler & Co. Canada: The Wm. Dawson Subscription Service, Ltd.; Gordon & Gotch Ltd. South Africa: Central News Agency, Ltd.; Wm. Dawson & Sons (S.A.) Ltd. United States: Eastern News Co., 304 West 13th Street, New York 14.

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